FULL-COLOR ISDE COVERAGE INSIDE

CYCLE NEWS®

America's weekly motorcycle newspaper

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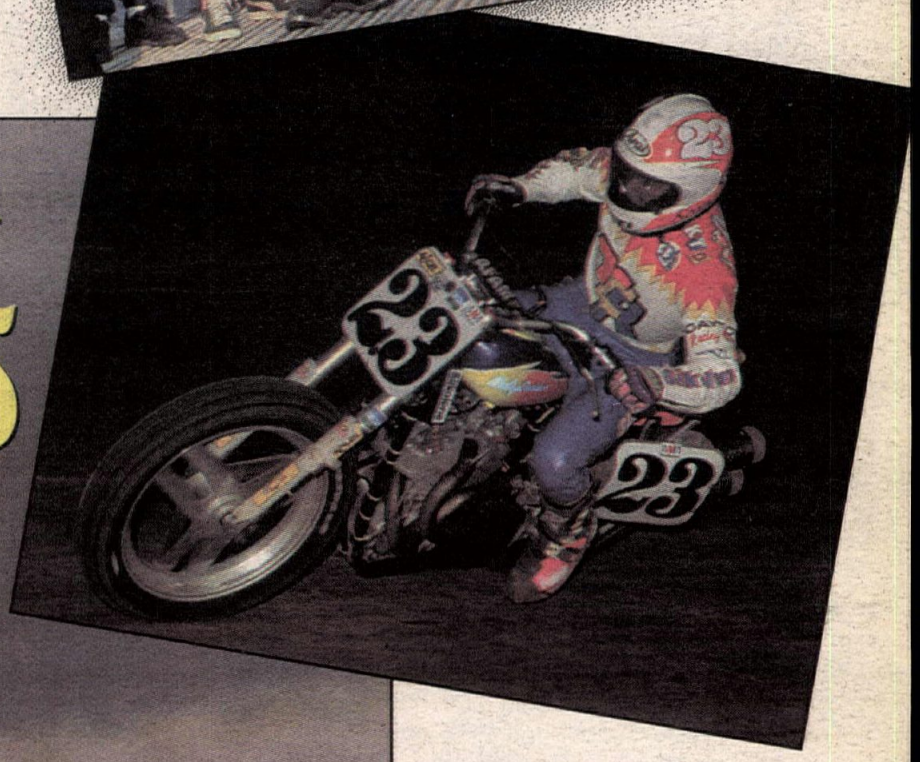
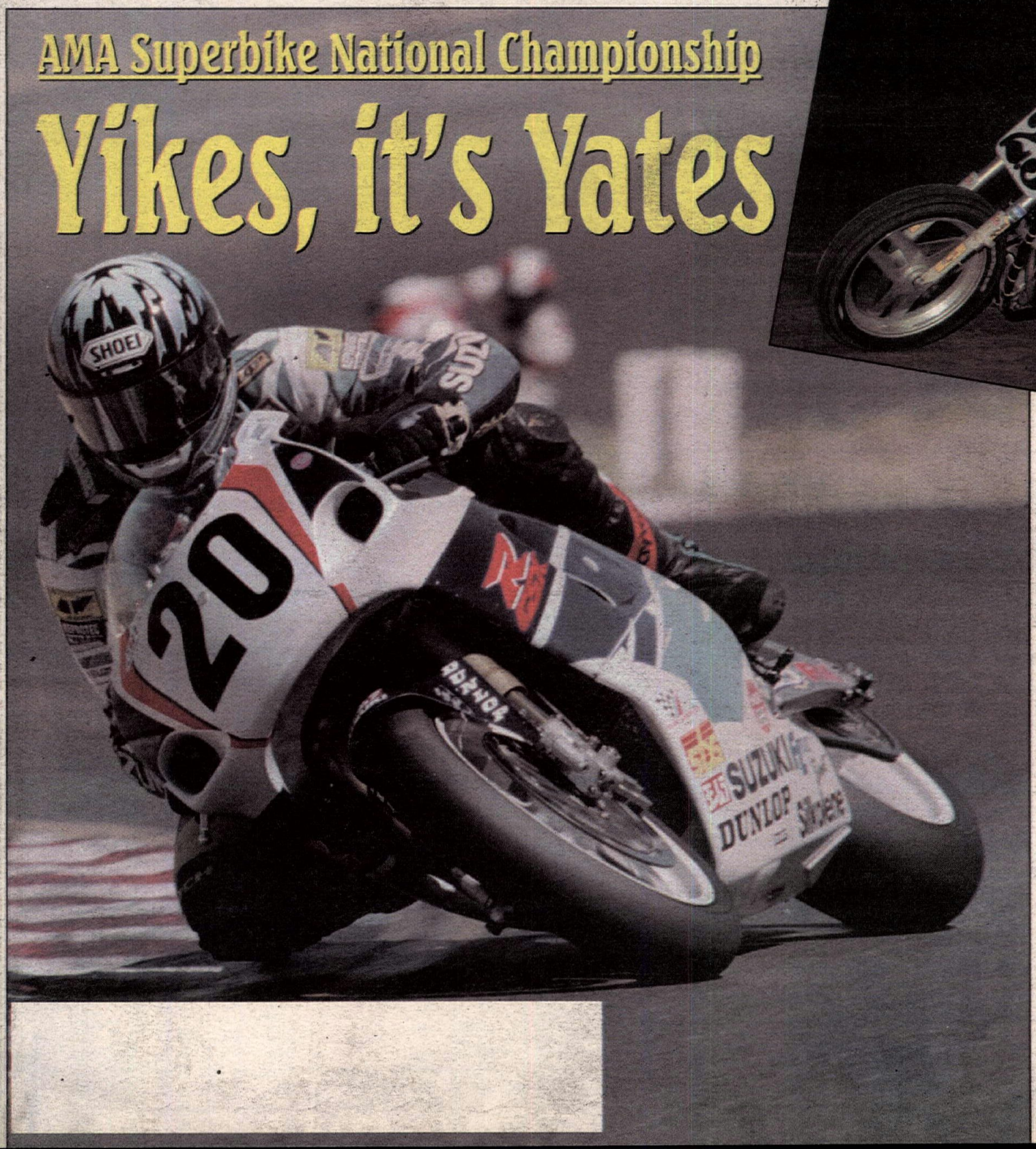


AMA Superbike National Championship

Yikes, it's Yates



AMA Grand National Dirt Track

Atherton's on a roll

AMA National Motocross

McGrath's back

Belgian **Jacky Martens** (Hus) scored the overall win at the World Championship 500cc MX round in Landskrona, Sweden, August 25, despite not winning a moto. Martens, instead, used seemingly unwinnable 4-2 moto finishes to nab the overall victory. New Zealand's **Shayne King** (KTM) won the second moto but a first-moto eighth ruined his chance for the day's top honors. He ended up second. Third went to defending champ **Joel Smets** (Hbg) who won the first moto but dropped to ninth in the second. Fourth overall was taken by Belgian **Danny Theybers** (Hon), and rounding out the top five was Netherlands' **Gert-Jan Van Dorn** (Hon). With just one round left in the series to be held in Germany, September 8, King enjoys a 23-point lead over Smets and could clinch the title in the first moto there. A distant third in the series is Sweden's **Peter Johansson** with 236 points and German **Dietmar Lacher** is fourth with 219.

Fred Andrews (Yam) scored the overall win at round eight of the Grand National Cross Country Series in Millville, Ohio, August 25. Andrews took the checkered flag less than 10 seconds ahead of defending champ **Scott Plessinger** (KTM). Third place went to **Doug Blackwell** (Yam), while **Steve Hatch** (Suz) and **Rodney Smith** (Suz) rounded out the top five.

Tom Norton (Yam) motored to another victory in the NETRA Hare Scrambles series with his win at the Mohawks Hare Scrambles in New Ashford, Massachusetts, August 25, round 12 of the series. **Josh Mclevy** (Hon) finished second, followed by **Scott Phelps** (Yam), **P.J. Peculis** (Yam) and **Randy McCann** (Kaw).

Ducati Corse team manager **Virginio Ferrari** no longer has anything to do with **John Kocinski**, according to Kocinski. "I had a meeting with Claudio Castiglioni (the owner of the Ducati/Cagiva Group)," Kocinski said during a layover in Hawaii, Monday, August 26. "He's brought in an engineer from the factory who is now in charge. Virginio (Ferrari) has nothing to do with me any more. And ever since he's been removed, my results have been incredible. Now he's helping my teammate Neil (Hodgson) and his results have gone down the drain. Everything's working fine in my team now. I have five good people - I don't need an army. I don't even want that guy (Ferrari) in my garage - there's nothing like having a guy around who knows everything but knows nothing, if you know what I mean."

Kocinski also was a little miffed at being protested by fellow Ducati rider **Troy Corser** in the World Superbike round in Sugo, Japan, August 25. Corser protested Kocinski for passing under a yellow flag, but the FIM Jury disallowed the protest and Kocinski ended the day with a 5-2 score and now trails championship leader Aaron Slight by 29 points and Corser by 16. "No way," Kocinski said. "Can you believe a Ducati protesting a Ducati in Japan... I think it's a cheap shot, but it shows the pressure is getting to him now. He knows he can't beat me on the race track." The next round of the World Superbike Championship is scheduled for September 8 in Assen, Holland.

A **health reform act** signed into law by President Bill Clinton on August 21 could help end discrimination against motorcyclists in the workplace, according to the AMA. The Health Insurance Portability and Accountability Act of 1996, passed by Congress in the waning hours of its summer session, could prohibit employers from denying health-insurance benefits to employees who are injured while riding motorcycles. Language specifically protecting motorcycling has been included in the legislative intent of the bill through the efforts of the AMA and the Motorcycle Riders Foundation. The movement to safeguard health benefits for motorcyclists began earlier this year when Congress started shaping a plan to ensure that employees wouldn't lose health benefits when they change jobs. Recognizing an opportunity to combat the growing tendency among employers to restrict or deny health insurance to motorcyclists, the AMA entered into discussions with key House and Senate members. AMA Washington representative Rob Dingman, with assistance from Wayne Curtin, vice president of the Motorcycle Riders Foundation, wrote proposed language guaranteeing that protections for motorcyclists would be included in the final legislation. A congressional report on the final version of the bill demonstrates the success of that effort.

NASB President Roger Edmondson has announced that the **Harley-Davidson Twin Sport World Final**, scheduled for October 18-20 at Daytona International Speedway in Daytona Beach, Florida, will run under a new set of rules based on a 65-horsepower maximum as tested on the official NASB Dynojet Dynamometer. "With the great results we've gotten this year from the Buell and EBC Brakes Sport Bike classes, we couldn't wait to put an end to the endless teardowns in Twin Sports racing," Edmondson said. NASB also announced that the Twin Sports World Final will offer its biggest championship award since its inception in 1994. The total purse will be $25,000 with up to $10,000 going to the champion. Two seven-lap races will be held with a $10,000 purse being paid in each leg. The overall winner and "World Champion" will receive an additional $5000 bonus along with the title. "If a rider can win both legs he'll get a cool $10,000 for his efforts," Edmondson said.

According to a press release from the Motorcycle Riders Foundation (MRF), MRF president **Mark Buckner** resigned as the MRF liaison to the National Coalition of Motorcyclists (NCOM) Board of Advisors, and vice president of government relations Wayne Curtin resigned from the NCOM Legislative Task Force on July 27. Buckner and Curtin resigned over issues regarding product liability lawsuits filed by Aid to Injured Motorcyclists (AIM) attorneys. The product liability lawsuits in question were filed by several AIM attorneys against Harley-Davidson Motor Company for, among other things, not putting leg protection devices on their motorcycles. The litigation also claims that the motorcycles sold without leg protection were negligently designed, inherently dangerous and not of merchantable quality when sold, which made them dangerous to the users and the general public. Buckner and Curtin felt that this approach ignored the rider's personal responsibility. "I am especially concerned with product liability litigation that seeks to eliminate an individual's need to accept personal responsibility when they enter into the sport of motorcycling, as acknowledging and accepting risk and assuming responsibility is the base philosophy of the motorcyclists' rights movement's efforts to prevent safety advocates and the government from imposing 'safety' mandates on motorcyclists." The lawsuits in question were filed by AIM attorneys without the knowledge of the NCOM Board of Advisors or members of the Legislative Task Force, according to Ed Netterberg, chairman of the NCOM Board of Advisors.

After three rounds of the 1996 Bears World Series, *Cycle News* contributor **Alan Cathcart** leads the championship point standings by 11 points over England's Geoff Baines. Cathcart is riding a Bimota DB2R in the series.

The **AMA Pro Awards Banquet** will be held for the second straight year in Las Vegas, Nevada, Saturday, November 16. This year's banquet, which honors the top motorcycle racers in the country, will be held at the Imperial Palace Hotel & Casino. Awards will be presented to all of the champions in 1996 as well as the AMA Speedvision Pro Athlete of the Year Award. A reception will be held at 6:30 p.m., followed by the awards dinner at 7:30 p.m. Tickets are $50 and seating is limited. For more information, call Connie Fleming at the AMA at 614/891-2425, ext. 258. Special room rates are available by calling the Imperial Palace at 800/634-6441 and asking for Ms. Blue.

Off again: Dirt track promoter Chris Agajanian said that the **AMA 883cc National class** has been **canceled** from the program at the upcoming U.S. Motorcycle Nationals in **Knoxville, Iowa**, due to a lack of financial support. "I'm sorry to announce that attempts in securing sponsorship for the 883 purse were unsuccessful," Agajanian said. "Unfortunately, this means that the 883s will not be a part of this year's U.S. Motorcycle Nationals. The 883s will, however, be running at the Sacramento Mile as well as the season finale at the Del Mar Mile during Bike Week West (October 10th through the 14th). We were very happy with the way the 883s and 600s performed at our Lincoln, Nebraska, National last week, and we look forward to both classes joining the 750s at the final two races of the season here in California."

AMA, Dirt Track owners come together

The AMA and the Professional Motorcycle Racing Owners Group (PMROG) have formed a strategic planning team to identify ways to improve the popularity, marketability, entertainment quality and profitability of professional dirt track racing.

The multi-faceted planning team will consist of PMROG President Jim Landes, Butch Donahue of Donahue Harley-Davidson, AMA Pro Racing board of directors member Dave Despain, AMA Dirt Track Manager Bruce Bober and AMA President Ed Youngblood, who has directed the development of a number of the AMA's strategic plans.

"We will be starting with a clean slate," Youngblood said. "There is no previous plan that we will be working from."

"We're going to look at rules, program formats and every other aspect of professional dirt track racing in an effort to identify new ideas that can take it to a higher level," Landes said. "Nothing will be off limits for discussion, and we will be actively seeking the advice of the riders, promoters, fans, sponsors, the media and any other party interested in improving dirt track racing. Our goal is to create a plan for dirt track racing that will yield positive results."

"Dirt track racing is a great traditional form of motorcycle racing in America," Youngblood added. "In the last decade, however, it has not kept up with the growth, popularity, commercial support and media exposure enjoyed by motocross, supercross and road racing. Clearly, it is time to identify the causes and seek ways to reverse this trend. This can't be done by the AMA alone. Working with the dirt track team owners, we'll be calling upon all of our constituents to help us find solutions."

Arenacross scheduled announced

Mike Kidd Promotions has released the schedule for the 26-round AMA PJ1 National Arenacross Series, with the indoor championship to kick off at Veterans Memorial Coliseum in Des Moines, Iowa, on November 1-3 and conclude in Denver Coliseum in Denver, Colorado, on February 21-23.

In addition to the series schedule, Mike Kidd Promotions also has announced that the series will pay a $100,000 rider point fund with $20,000 going to the 1997 Arenacross National Champion.

"To broaden the appeal of Arenacross racing, we're increasing our marketing and publicity efforts, point fund and purse payout," said Mike Kidd, president of Mike Kidd Promotions Inc. "This aggressive format has been developed to benefit not only the racing and the riders, but also improves our ability to showcase Arenacross racing as a major motorsports series. The end result... for the spectator, it's an affordable and entertaining night out. For the racer, it's an opportunity for big paydays. For the sponsors, it's an added value."

Twenty-five percent of the rider point fund will be paid out at the halfway mark with the rest being paid at the conclusion of the series in Denver.

1997 PJ1 National Arenacross Series

Nov. 1-3	Veterans Memorial Coliseum	Des Moines, Iowa
Nov. 8-10	Knickerbocker Arena	Albany, New York
Nov. 15-17	Spectrum	Philadelphia, Pennsylvania
Nov. 22-24	Show Place Arena	Memphis, Tennessee
Dec. 6-8	MetroCentre	Rockford, Illinois
Jan. 3-5	Will Rogers Coliseum	Ft. Worth, Texas
Jan. 10-12	Lazy E Arena	Guthrie, Oklahoma
Jan. 17-19	Niagara Falls Convention Center	Niagara Falls, New York
Jan. 24-26	New Haven Coliseum	New Haven, Connecticut
Jan. 31-Feb. 2	IJVM Coliseum	Winston-Salem, North Carolina
Feb. 7-9	MECCA	Milwaukee, Wisconsin
Feb. 14-16	Riverfront Coliseum	Cincinnati, Ohio
Feb. 21-23	Denver Coliseum	Denver, Colorado

Peter Melton (Kaw) recently finished third at the Sydney Entertainment Centre in Sydney, Australia, to claim the Australian Supercross Masters title, his third motocross championship of the 1996 season, according to *Cycle News* contributor Darryl Flack. Melton struggled throughout the 20-lap final while teenager Craig Anderson (KTM) rode to victory. Former AMA Supercrosser Eddie Warren finished second. Melton edged Anderson by a single point in the series standings, becoming the first rider since Craig Dack to complete the Down Under trifecta of championships.

Speaking of **Eddie Warren**, the Michigan native is now married to an Australian and has settled on the New South Wales south coast. In addition to racing, Warren also is involved in a Kawasaki dealership with former Team Kawasaki Australia road racer Trevor Jordan.

The **Pony Express Preservation Ride** is looking for a person who can volunteer his or her time from September 27 until October 13, 1997, acting as a one-way chase truck driver for the Pony Express Preservation Ride, which begins October 1 in San Francisco and ends October 12 in Missouri. For more information, call Paul Golde at 714/354-5550.

Cycle News readers are reminded to mark their calendar for Saturday, October 5, if they wish to join the **California Off-Highway Motor Vehicle Recreation Division** to help celebrate the 25th anniversary of the program. Activities at the Hungry Valley SVRA in Gorman, California, will include autograph sessions with several champions, more than 100 manufacturer and aftermarket exhibitors, 4x4 safety training demonstrations, a trials demonstration, ATV training and a training program for PALs, the new statewide program to introduce inner-city children to OHV recreation. **Jeremy McGrath**, **Steve Lamson** and **Scott Summers** are scheduled to be on hand for the festivities at the Alik-Alik Campgrounds. For more information, call Jack Raudy at 916/441-7606.

The Viewfinders MC has announced that it has canceled the **Viewfinders Grand Prix** which was scheduled for Castaic Lake on October 5-6. The Viewfinders were unable to find a new location for the event, but hope to host the Viewfinders GP at a new location in 1997.

The **Gary Bailey Motocross School** scheduled for Rainbow II MX Park in Hemet, California, November 14-16 has been moved to Glen Helen Raceway in San Bernardino, California.

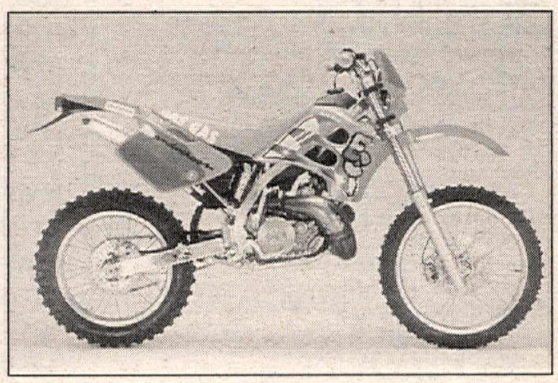
In an apparent effort to squelch rumors of a split between the two, **Kawasaki** issued a press release on August 22 regarding its relationship with **Rob Muzzy**. The release stated the following: "Kawasaki Motors Corp., USA., continues to enjoy a long-term relationship with championship-winning team owner Rob Muzzy. The Muzzy/Kawasaki Racing Team will continue to compete in AMA National road racing events aboard Kawasaki motorcycles through the 1999 racing season."

The official title of the upcoming 12th round of the World Championship Road Race Series in Imola, Italy, is the **Gran Premio IP - Citta' di Imola**. The Grand Prix series returns to the Enzo and Dino Ferrari Circuit after an eight-year absence; in 1988, Eddie Lawson defeated Wayne Gardner in the 500cc Grand Prix of Nations in Imola. The Grand Premio IP will mark the 500th 500cc Grand Prix in the 47-year history of the series. Brit H. Daniell won the first-ever 500cc GP, held at the Isle of Man in 1949. It was the only victory of Daniell's career.

Keith Barnes, 33, died on Tuesday, August 20, two days after crashing at Willow Springs Raceway in Rosamond, California, during a Willow Springs Motorcycle Club Open Superbike road race. Barnes ran off the track and crashed in turn nine, a high-speed right-hand corner that leads on to Willow's front straight. WSMC will hold a **Keith Barnes Memorial Open Superbike** race on September 15 with all profits from the race being donated in Barnes' name to the Wegman Fund, an organization which assists injured motorcycle road racers in the United States memorial service for Barnes will be given by his friends and co-workers on August 29 at the "Mad River Post" in Santa Monica, California. For more information, call Melissa Elliott at 310/392-1577.

After eight years of business, **Motorsports of America** has closed. The company, which was a subsidiary of United States Entertainment of Scottsdale, Arizona, promoted over 60 events in the United States and Canada, including arenacross and dirt track races. Ed Beckley, who has led Motorsports of America since its inception, has resigned and has opened his own company, Checkered Flag Productions. For more information, call 817/683-4742.

Fast Gas Gas



If you're into off-road riding but the run-of-the-mill Husky or TM 250 Enduro is just too pedestrian for you, maybe the new 1997 Gas Gas TT250 Enducross will do the trick.

The TT250 features a number of high-quality components, including 45mm Marzzochi Magnum forks, a fully adjustable Ohlins shock working in a progressive link, Brembo brake calipers and Excel rims. The frame is a chrome-moly steel "deltabox"-type and the swingarm is aluminum.

At the heart of the machine is a Gas Gas-made 249cc, reed-valve-inducted two-stroke with a bore and stroke of 72 x 66.4mm and an exhaust power-valve. Gas Gas claims a 49-hp output from the liquid-cooled powerplant.

The bikes are scheduled to arrive in small quantities in the United States during August.

Although Marc Colomer was crowned as the new World Trials Champion in Belgium on August 18, multi-time World Champion **Jordi Tarres** stole some of Colomer's thunder when he announced at the race that he would return in 1997 with his own private team - using a Montesa. *Cycle News* contributor John Dickinson reports that the buzz in the paddock was that Tarres would go to Montesa with Colomer going to Gas Gas in a direct switch. But it may be more complicated than that: "I will only ride next year in a team totally dedicated to me winning the title using the best bike," Tarres said. Asked whether this would be a private team, Tarres said: "Maybe that is the way to go." When asked whether the bike would be a Montesa, he stated: "Maybe."

Faced with the possible loss of the rider who has given him three successive World Championships, Gas Gas team boss Narcis Casas said: "Obviously, we want to hold on to Jordi (Tarres), but if he goes, we would naturally want to sign a top rider." Having chased **Doug Lampkin** hard last season, Colomer, Lampkin or maybe Kenichi Kuroyama would be hot favorites for a Gas Gas switch, according to John Dickinson. But Lampkin, when asked a direct question by a Spanish TV crew as to how he felt about Tarres moving to a new team, stated: "I am not really concerned with what anyone else does. As far as I'm concerned, I am very happy with Beta and look forward to winning the World Championship with them next year."

Fourth-ranked Kuroyama, meanwhile, remains one of the hottest trials properties around. The Japanese ace says he'll likely be back with Beta next year with backing again from Japanese importer Rays. With fellow Japanese trialer **Takumi Narita** retiring, more money should be available for supporting Japan's best-ever hope for a World Trials title.

Although the event was postponed due to rain midway through eliminations, **Elmer Trett** still managed to rock the drag-racing world at the AMA/Prostar Pingel Thunder Nationals on August 18 at Indianapolis Raceway Park in Indianapolis when he clocked a 6.069-second, 235.10-mph run on his Top Fueler. Trett, competing on his 1000-horsepower, supercharged, nitro-burning "Mountain Magic," lowered Tony Lang's two-year-old record of 6.194 seconds by more than a tenth and is now considered to be within striking distance of the sport's first sub-six-second run, according to *Cycle News* contributor Matt Polito. Trett's 235.10 mph clocking bettered his previous record of 231.24, which he set in June of 1994.

CORRECTION: We incorrectly referred to the Du Quoin Mile as round 15 of the AMA Grand National Championship Series when in fact it was round 14. Look for coverage of round 15, the Rodney Farris Memorial Hub City Classic, at Hagerstown Speedway in Hagerstown, Maryland, in this issue. CN

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National Headquarters
2201 Cherry Ave., Long Beach, CA 90806,
P.O. Box 498, Long Beach, CA 90801-0498
(310) 427-7433; (213) 636-8844.
FAX (310) 427-6685

Eastern Office
4188 First Ave., Tucker, GA, 30084;
mailing address P.O. Box 805,
Tucker, GA 30085-0805.
(770) 934-7850. FAX (770) 934-3112

e-mail
editor@cyclenews.com
subscribe@cyclenews.com
advertising@cyclenews.com

Internet
http://www.cyclenews.com

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VOICES
Letters to the editor

Earlier this year, I injured myself at a local track. A month after the incident, I received a letter from a medical insurance company's law firm. They were trying to get information from me about the incident so they could sue the track. My response was short and sweet, and not printable in this publication.

A.W. Dubois, San Diego, CA

No bull

I just heard a rumor that the Rainbow II motocross track was closed because a guy broke his arm and it got badly infected due to the manure content of the soil. So he sued and track owner Bob Harvell lost his insurance. Is this true or just another manure story? If this is true, I surely hope the injured rider sells his bike and gear and takes up golf or bowling in another state.

Bill Bouman
San Clemente, CA

Harvell was recently forced to close his track in Hemet, California, due to a lawsuit-induced insurance problem... Editor.

Hatch's thanks

We are Americans. We are strong and on a mission to bring home the ISDE World Trophy. This year was our strongest effort yet and we owe thanks to the fans, workers, ESPN2, families, manufacturers, sponsors and the whole motorcycling community.

I want to thank each and every person who supported our team - those who traveled to Finland and those who were here at home. It is an honor to represent the United States of America. All I have to say is that I can't wait for Italy.

Steve Hatch
Ithaca, NY

Hatch was a member of the U.S. Trophy Team which finished third in the recent ISDE in Finland. See page 30 for complete coverage of the Six Days... Editor.

LaRocco fans

My husband and I are avid Mike LaRocco fans. We've seen him through the ups and downs, but never once have we lost the faith in this guy. Every rider has his moments in the spotlight and we'll never forget the National Championships that he's won. But now he's with a different team and his luck isn't going right for some reason. We've watched and reviewed his races and he is still the most awesome racer on the track, and the most determined.

We've had the pleasure of meeting Mike and his wife, Elizabeth, at both the Texas events. They are truly an exceptional couple and a loving family race team.

At this time I would like to ask a favor of all the LaRocco fans. Please get out there and show your support for this guy. Let him hear you at the races. Even though he's shy, he loves to hear your cheers. We also would like to wish the LaRoccos a happy first wedding anniversary on September 30.

Terri and Kelly York
Alvarado, TX

LaRocco's "luck" seems to have turned for the better, judging by his victory in the AMA 250cc National Motocross Series last week in Washougal... Editor.

The rest of the story

Regarding Corky Keener's "two-stroke" note in the Briefly... section of the Indy Mile coverage. "Mr. Dirt" well remembers the August 23, 1975, Indy Mile. With one lap left, Harley-Davidson factory rider Keener and a new kid on the block - one Jay Springsteen - were leading and having a bit of fun out front while trying to set each other up for the run to the checkered flag. Meanwhile, Kenny Roberts, on an ill-handling, over-powered and blindingly-fast-if-he-could-get-the-power-to-the-ground-and-get-the-damn-thing-to-turn Yamaha TZ750-engined dirt tracker was half a lap behind in third.

On the final lap, Roberts used up all the track and probably a few of the hay bales lining the turns to close dramatically on the leaders. "King Kenny" launched his final attack off turn four on the unsuspecting duo up front. Roberts, running at warp speed while Keener and Springsteen reacted, pipped the two at the line for the win.

Afterwards, Keener could only shake his head and say that he knew he was in trouble when he heard "that screaming s.o.b" coming.

Once the blood returned to the white knuckles of his throttle hand, Roberts - in a masterful understatement - noted: "They don't pay me enough to ride that thing."

It was definitely a night to remember.

Gary Van Voorhis
Ormond Beach, FL

As an associate editor for Cycle News at the time, Van Voorhis was fortunate enough to be covering the event that night at the Indianapolis State Fairgrounds. As the above photo shows, Kenny Roberts - and his V-Max- has shown the ability to slide just about anything... Editor.

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ON THE FRONT COVER

Aaron Yates won his first-ever AMA Superbike National at Sears Point. Photo by Henny Ray Abrams. Kevin Atherton found success again in Hagerstown. Photo by Flat Trak Fotos. Inset: the third-placed Team U.S.A. in the ISDE. Photo by Steve Berkner.

Victory tasted SO Sweet - We Came Back For Another Helping.

Team Suzuki's Mike LaRocco wins Washougal National Motocross.

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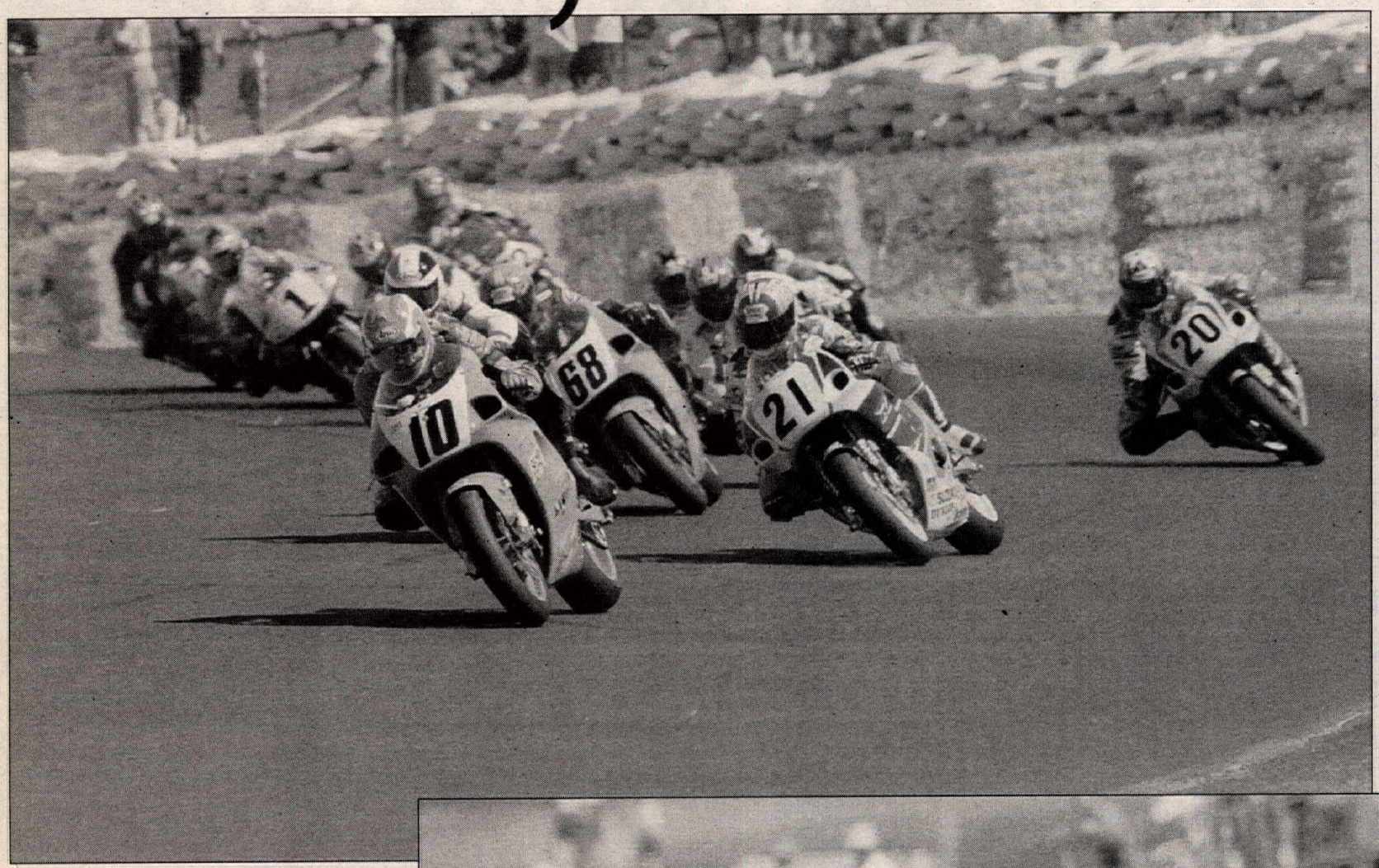
Round 9: Sears Point Raceway

Yates wins, Chandler closes in



(Left) Doug Chandler (10) leads the way in the restarted AMA Superbike National at Sears Point with Pascal Picotte (21), Chris Carr (hidden), Mike Smith (68) and Aaron Yates (20) giving chase. (Below) The race came down to a battle between the Yoshimura Suzukis of Yates and Mat Mladin (66) with Yates getting the nod at the finish.

By Paul Carruthers
Photos by Henny Ray Abrams

SONOMA, CA, AUG. 25

Nearly everyone's fortunes flip-flopped in the red flag-interrupted McGraw Insurance California Superbike National at Sears Point. Those who were at the front in the first portion weren't necessarily there in the second part, and vice versa. Not so for Yoshimura Suzuki's Aaron Yates, who led until the red flag and fought through from as far back as sixth in the restart to eventually take the win, the first of his infant AMA Superbike career.

While most young racers make a gradual rise to their first career victories, Yates took a different route. There were no third-place finishes, no seconds. His victory at Sears was not only the first in his rookie season of superbike racing, it was also his first trip to the winner's circle. Prior to his victory today, the best the Georgian had done in his debut season was fifth at Loudon. But at Sears Point Raceway, Yates was the man to beat from the moment the first wheel was turned in practice.

Still it took everything that Yates had to hold back his teammate Mat Mladin, who provided the perfect example of flip-flopped fortunes. Having stalled his Suzuki GSXR750 on the start of the first portion of the race, the Australian was 11th when the red flag was brought out after 11 laps. On the restart, though, he was a new man, leading the majority of the laps only to be passed by Yates two laps from the end, crossing the line only 0.217 of a second behind.

While the good fortunes of the Yoshimura team were a large portion of the story here, the real drama played out behind them, putting breath back into the championship battle between Muzzy Kawasaki's Doug Chandler and Smokin' Joe's Racing's Miguel DuHamel.

With only a single round remaining in the 10-race championship, DuHamel leads Chandler by just two points, 252-250, after the latter managed to pick up eight points on the former at Sears Point. Chandler ended the day third after running with the two Suzukis throughout the restarted race, and his championship hopes were rekindled when DuHamel struggled, eventually dropping to ninth place when the shifter linkage on his Honda RC45 failed late in the race, leaving it stuck in one gear.

Another chapter in a race that had more plot twists than a good novel was the one involving the factory Harley-Davidson team. Both Thomas Wilson and Chris Carr were factors throughout the two-part race, routinely running with the lead pack and eventually finishing fourth and fifth, respectively - easily the best result for the pairing and the best outing for the VR1000 since

Wilson finished second in the rain at Mid-Ohio.

Factory stars filled the top 11 places with Smokin' Joe's Honda's Steve Crevier sixth, Muzzy Kawasaki's Mike Smith seventh, Yoshimura Suzuki's Pascal Picotte eighth, DuHamel ninth, Vance & Hines Yamaha's Tom Kipp 10th and Fast By Ferracci's Larry Pegram 11th. Vance & Hines' Jamie James and Ferracci's Shawn Higbee were the only factory riders who failed to finish, with both crashing out of the race - Higbee early and James on the final lap.

Race fans also caught a glimpse of the future when dirt-tracker-turned-road-racer Ben Bostrom made his superbike racing debut at Sears, riding a "parts bin" Honda RC45 from American Honda to a 12th-place finish in his first race on slick racing tires and his first on anything bigger than a 600.

Sunny skies and warm temperatures greeted the large, 41-rider field at the start of the 25-lap National, and it was Yates leading the way up the hill toward turn three for the first time with Kipp and Wilson in his wake. Those three stuck at the front for the majority of the first portion of the race, with only Kipp losing two spots after missing a shift in turn seven which left him in some discomfort after he was slammed forward against the gas tank.

With an ambulance sitting in a precarious position on the exit of turn four while medical personnel attended to the fallen Dean Mizdal, the red flag was finally thrown on the 12th lap and the riders would be regridded in their positions from the previous lap, lap 11.

At that point the order read: Yates, Wilson, Carr (who had clocked the fastest lap thus far with a 1:44.16), Kipp, Chandler, DuHamel, Smith, Picotte, Pegram, James and Mladin (who had fought through after being left on the line). Crevier was listed in 20th after remounting from a crash in which he was taken down by Higbee in turn 11.

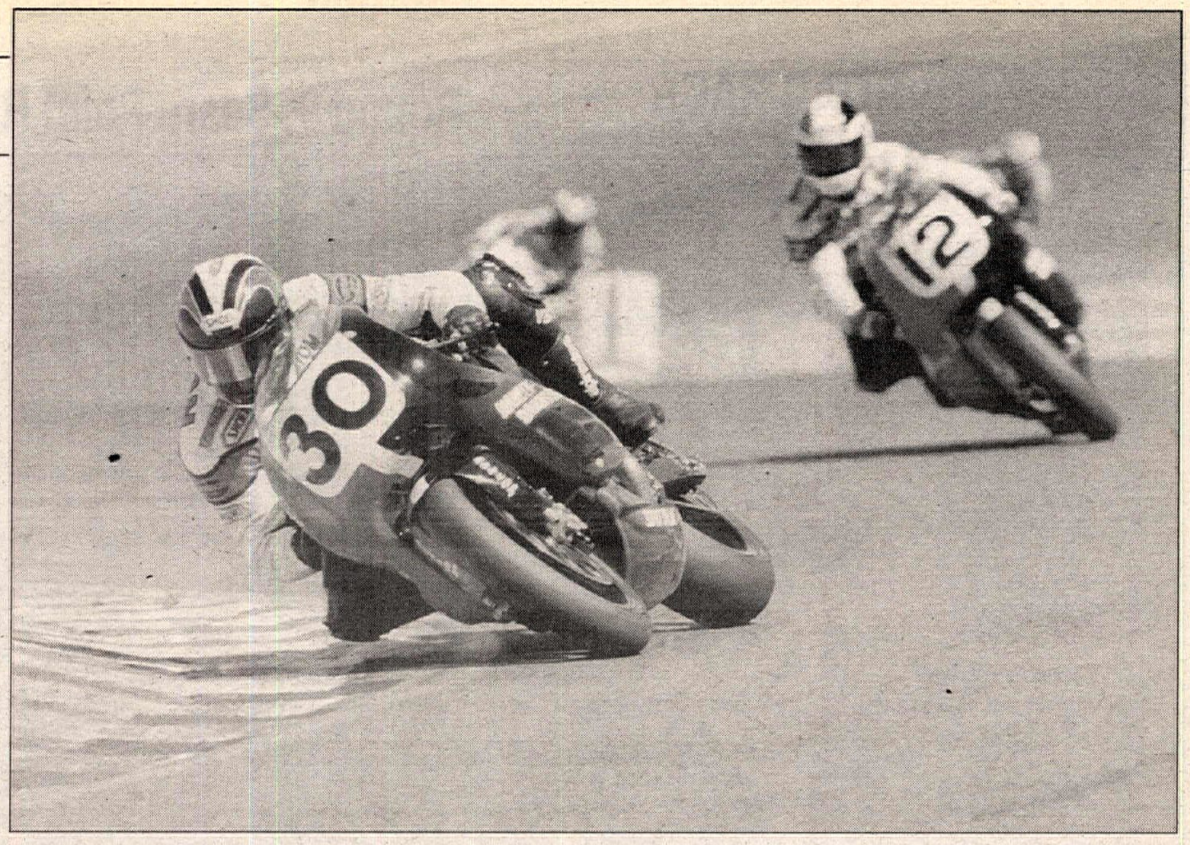
"I had to regrab the brakes," Higbee explained later. "I grabbed them and there was nothing there, so I left off and the second time the rear end came up and was bouncing side to side. I had no place to go, and I locked the front."

Crevier was on the outside of the melee and was collected. The Canadian was fortunate enough to be able to restart just two laps prior to the red flag, and the race stoppage allowed his crew to make the necessary repairs to his RC45 for the restart.

With just a 14-lap sprint remaining, the race got under way for a second time with Chandler blasting his way to the front, followed closely by Carr and - quite remarkably - Mladin. Picotte was next with Smith, Yates and Wilson in tow. Then there was a gap to James, DuHamel, Crevier and Bostrom. Wilson lost several spots on the next lap when he was nearly high-sided from his VR1000 in turn four, the Ohioan managing to save it despite running off on the exit and gashing his chin on the windscreen.

"I went in there no different and just when I started to get on the gas it came around," Wilson explained later. "I caught it, but it threw me over the top and off the track. I'd already gotten a really bad start, and then James, Miguel (DuHamel) and Crevier all got back by me."

Mladin took the lead for the first time when he dived under Chandler on the entrance to turn 11 at the end of the second lap, and a lap later he turned the quickest time of the race - a 1:42.9. By the end of the fourth lap, Mladin and Chandler had a slight gap over Carr,



The factory Harley-Davidson team had a successful day at Sears Point with Thomas Wilson (30) and Chris Carr (12) finishing fourth and fifth, respectively.

Yates gets his first pole

From the first time wheels were turned at Sears Point Raceway, Aaron Yates (right) and his Yoshimura Suzuki were fast. That didn't change, and the 23-year-old Georgian ended up grabbing the first superbike pole position of his career with a one-minute, 42.691-second lap on Saturday afternoon.

"I really didn't know I was going that fast," a calm and collected Yates said. "The next lap would have been another half second faster, but I went wide in 11 and screwed that lap all up. I was really surprised to see that the lap before was that fast. I think I can do low 43s with a race setup, but I think the race will be run in the 44-flat range. I think the key here is just getting set up and being ready for the next turn."

Yates and the rest of the Yoshimura Suzuki team had tested the week prior to Sears Point at Thunderhill Raceway, finally getting some time on new rear suspension linkages. That test proved to be constructive - at least for Yates.

"We got the bike working really well there," Yates explained. "We haven't changed anything with the suspension since we got here."

If Yates being on pole was a surprise, so too was Harley-Davidson's Chris Carr ending the session with a flyer that put him and the VR1000 second on the front row with a 1:43.018.

"It was a good lap," Carr said. "I figured that since (Thomas) Wilson's time from yesterday was going to sit on the front row - and I know what it felt like to be on the front row by myself before - so I didn't want my Harley buddy to be lonely, so I ripped one off. Maybe we can tag team a few guys in turn one. I think there are a lot of reasons (why the Harley works so well here); the fact that the Harley handles very well. This track is nothing but continuous turns. You only get straight up and down coming out of 10 with the run into 11. Everywhere else is a constant turn, with the exception of a couple of braking areas. This whole track is side to side and you're going from extreme lean angle to extreme lean angle. The Harley works good that way."

Like the majority of the top qualifiers, Carr's time wasn't done on a race tire.

"I would be very surprised if any of the top six times were done on race tires," the Californian said. "We'll find it (the race setup) somewhere along the way. I mean nobody's really blazing out there on a so-called race setup other than Yates. Yates is on the gas. He was fast this morning and he was fast yesterday. I feel confident that I can run high 44s in the race. I would be surprised if anybody could run anything in the 43s for the whole race. This track is too rough. I'll do some practice burnouts tomorrow (to practice his starts). I don't want Pomona to happen again. Hopefully, we can get the thing pulling up the hill a little bit better this year and with the transmission we have this year, which is not a six-speed, by the way. We're running a five-speed, and we're running all five of them. Last year we had wider gear ratios and we ran four here."

Vance & Hines Yamaha's Tom Kipp put his Yamaha third on the grid with a 1:43.244, then went out and destroyed his YZF750 in a crash on the exit of turn 11. His crew spent Saturday night rebuilding the bike in hopes of replicating the setup that had served Kipp so well in qualifying.

Then came another Harley on the front row, this one ridden by Carr's teammate Thomas Wilson. The Ohioan had clocked a 1:43.257 on Friday, opting to spend Saturday working on his race setup.

"Actually, today all we worked on was race setup, and we just hoped to stay on the front row," Wilson said. "Yesterday we had enough tire testing to just go out, do a hot lap and qualify and work on a race tire and race setup at the end. We ran off a string of 43s and low 44s. So far no one else has done that. I'm never confident with what it's going to take, but I know I'm not out of the ballpark. We're still going to need every bit of that and we're going to need a good start. It's a 50-50 deal with our starts. You never know until it happens. The bike handles really well. This isn't particularly one of my favorite tracks by far, so it's difficult for me to dig in. It's not necessarily a Harley track. The other bikes don't make us at such a speed deficit here. It just makes us a little more even. I just want to get a good start, stay with the lead group, and settle in. We've haven't actually been out and rode 25 consecutive laps."

The return of Doug Polen to AMA Superbike racing caused a stir, especially when he was second quickest on Friday. On Saturday, though, he was rear-ended by James Randolph and his Suzuki GSXR750 was badly damaged. He returned on Sunday morning with the bike rebuilt, but crashed out again when fuel leaked on to his rear tire (see Briefly...) Still, he had qualified on the second row with a 1:43.378, proving that we may not have seen the last of the two-time World Champion.

Next to Polen came championship points leader Miguel DuHamel on the Smokin' Joe's Honda at 1:43.869.

"We have a better setup, but I don't know if we have a race setup," DuHamel said after Sunday morning's warmup. "It's much better than we had in qualifying. Definitely, it's going the right way. This morning we went 1:44s with the race compound. Obviously, coming in here I knew there was going to be about 10 guys that had a chance of winning, and they're all up there. It's just going to be a hard race. I only did three flying laps on Friday because we had some problems. This shock, we have a new shock that Al (Luddington, his mechanic) was working on yesterday, and I got cut short today so I didn't get time to get it dialed in the way I like to get it dialed in. With that shock, I'm pretty confident that I can make low 43s and maybe a 42. The big positive is that I'm more comfortable on the bike now. Yesterday, I told them that if you don't fix the bike, there's a 60-percent chance that I won't finish this race if I try to win. Today, I'd say the odds are good that I'll finish the race and probably finish quite high."

Next to DuHamel was his teammate Steve Crevier, then came Yoshimura Suzuki's Mat Mladin. The third Yoshimura Suzuki led row three in the hands of Pascal Picotte.

"It's always a compromise," Picotte said. "If we get it good on the rear then we lose on the front, and if we get it good on the front then we lose on the back. Overall it's good, and I can't complain too much. It's hard on the front brake here, and I feel like I just need a little more power there. It's not that it's fading, we just need a little more power from them when you initially grab the lever. I'm also having a little problem with pushing the front. Maybe for the next race I can try some different pads or something to make the brakes more powerful."

Surprisingly, Doug Chandler could do no better than row three on the Muzzy Kawasaki.

"We put another shock in after the red flag (the final qualifying session was stopped due to a crash) and it wasn't as good, but we had to live with it," Chandler said. "I think we have a good idea of what we need for tomorrow."

What about starting so far back on a track where passing spots are at a premium?

"I'm not really bothered by it," Chandler said. "It's going to be a long race."

Back after a three-race hiatus due to the injuries he suffered in a crash at Mid-Ohio, Jamie James was quickly on pace, lapping at 1:44.019, which also put him on row three.

"I'm riding a bit edgy right now," James said. "We're trying new things right now, and I don't know how far to take it. I'm getting a lot of headshake and such. I feel pretty healthy - as healthy as I can be under the situation. I'm a little weak as far as road racing goes because I haven't been on a bike, and there's muscles you just don't use doing anything else. I'm just a little gunshy, and this track's a little intimidating anyway."

Round 9: Sears Point Raceway

Miguel DuHamel had an off day, finishing ninth after running into mechanical problems late in the race. He now leads Doug Chandler by only two points in the championship with one round remaining; his teammate, Steve Crevier (14), finished sixth at Sears Point.

Yates, Picotte and Smith with another gap to James, DuHamel, Crevier and Wilson. Kipp was struggling after a bad start and would fare no better than 10th despite his strong effort in the first part of the race.

Kipp's teammate James, meanwhile, was ignoring the AMA's black flag for having jumped the start. James would continue to circulate with DuHamel and Co. until crashing in the chicane on the penultimate lap.

Yates was suddenly on the move, passing Carr on lap five and moving right in on Mladin and Chandler. On the ninth lap, the Georgian moved around Chandler, and the rest of the race featured an impressive riding display by the top two Suzukis. Both Mladin and Yates are arguably the latest brakers in AMA racing, and as they pressured each other more and more with each passing lap, the late-braking started to reach levels of lunacy. Both would enter turn 11 in synchronized two-wheel drifts, and both would exit with both ends of the blue and white Suzukis twitching and sliding. Impressive stuff.

That battle would go to the very end with Yates moving around Mladin under braking for turn 11 two laps from the end. Mladin tried to emulate his teammate's maneuver on the final lap in turn 11, but there was no getting around Yates and victory was his - albeit by the narrowest of margins.

Chandler held on for third, his championship hopes raised by DuHamel's mechanical woes which dropped him from fifth to ninth in the final two laps.

"We struggled," Chandler admitted. "This was a tough race for us. I didn't think we'd be racing for the win like we were. We just kept trying and the bike just kept getting better and better. I felt really comfortable when Matt (Mladin) came by. I felt I could run with him; he actually slowed it down a little bit. I tried to get by him, and when I saw Aaron (Yates) come by, I knew those two were going to have a big fight, and I wasn't sure that I wanted to be in the middle of it. We were going good, and it would be good points for the championship. I just kind of sat back to see what was going to happen.

"I really can't complain how this weekend went. The start of the weekend was disastrous. We just kept trying and trying, we never gave up. We made a lot of progress, and today to get on the box is the biggest accomplishment for me and the team. I had a lot of trouble with suspension problems, the front forks. In the high-speed stuff at the ends of the esses I wasn't comfortable at all. Even in the race I was struggling to get through there. I think we did as good a job as we could do with the time we had."

Chandler had made a few changes prior the restart.

"I went to a softer rear tire and just minor changes, a millimeter of preload in the front forks and I think the compression was all we changed. I got a good start in the first race from the third row. Even though I was on the rubber patch, the thing lit up, and I just kept the front end down and grabbed second, and got up the hill in fifth. When I had the front row (for the second start) I expected to get the holeshot the way that thing comes off the line."

The restart was a complete blessing for Mladin, who was given a second chance after muffing the first start.

"Fortunately for me we had a restart," Mladin said. "I got away about fifth or sixth on the next one and I got through to the lead, and from about the seventh or eighth lap I knew I was in trouble. I looked over my shoulder and saw Aaron (Yates), I think with maybe four or five laps to go. Aaron's been fast all weekend and I knew that he was very fast today. Obviously he's got the bike working good and he knows this circuit. I'm happy with second place and hopefully we'll be able to go one better in Vegas. It's good to see two Suzukis first and second. The boys have been working really, really hard. We got a new linkage that we've been asking for for a long time at Brainerd, but we didn't have enough time to test it, so we didn't want to use it there. We tested a couple of days a few weeks ago and seemed to get it working pretty good. And I showed today, that on a circuit that normally our bike isn't really that crash hot on, we got them up front. We were running some pretty quick times, so we're happy. I'm happy for Aaron for him to get his first win."

For Yates the race didn't end one lap too soon. On the cool-off lap, his Suzuki GSXR expired. Still the 23-year-old was calm and collected in capturing the first superbike win of his career. Just a day at the office.

"I was hoping it (his first win) would come a little bit earlier," Yates said. "But we've been struggling with the bike, getting the setup. We finally got some parts this weekend that worked and we got a new combination on the bike that worked real good this weekend and, like he (Mladin) said, it showed.

"As soon as I saw the red flag I looked back to see how much distance I had and I said, 'damn,'" Yates continued. "On the restart, I didn't get quite as good a start as before, probably like sixth or something, and I just started working my way up. They were running through the dirt over here (in turn two) and I'd never done that all weekend. And I was actually trying to dodge the rocks and stuff. They were shooting up a lot of shrapnel. I didn't want to suck up a bunch of dirt in the bike. I don't know what happened, but something happened on the cool-off lap. It (the bike) just came all apart."

The race for fourth went the distance, with Wilson just getting by his teammate Carr on the entrance to turn 11.

"I'm very happy," Carr said of his best-ever superbike performance. "I got to race with the boys and finish with 'em. I was disappointed after Pomona because I made a bonehead move and didn't get to race with 'em after being on pole. I learned a lot today. Racing with these guys was cool. I knew he (Wilson) was there. With about three laps to go, I about bought the farm in turn three, and it ruined my rhythm. I knew he was right on my ass after that, and I just went back to my dirt track roots and tried to make the bike as wide as I could. He squeezed under me, but I'm glad it was him and not someone else." CN

Sears Point Raceway
Sonoma, California
Results: August 25, 1996

SUPERBIKE QUALIFYING: 1. Aaron Yates (1:42.691/88.343 mph); 2. Chris Carr (1:43.018); 3. Tom Kipp (1:43.244); 4. Thomas Wilson (1:43.257); 5. Doug Polen (1:43.378); 6. Miguel DuHamel (1:43.869); 7. Steve Crevier (1:43.876); 8. Mat Mladin (1:43.893); 9. Pascal Picotte (1:43.960); 10. Jamie James (1:44.019); 11. Doug Chandler (1:44.136); 12. Mike Smith (1:44.893); 13. Larry Pegram (1:44.253); 14. Ben Bostrom (1:44.640); 15. Shawn Higbee (1:44.947); 16. Michael Barnes (1:45.420); 17. Michael Taylor (1:46.040); 18. Al Salaverria (1:46.093); 19. Tripp Nobles (1:46.348); 20. Cal Rayborn III (1:46.725); 21. Eric Moe (1:47.108); 22. James Randolph (1:47.407); 23. Steve Rapp (1:47.760); 24. Dave Estok

Bostrom says yes to Honda

Reports circulating through the Sears Point paddock on Friday and Saturday were that young Ben Bostrom (right) had done the unthinkable - he'd turned down a contract offer from American Honda. All that proved to be false, however, when Honda's Gary Mathers confirmed on Sunday morning that Bostrom had indeed put his signature on a two-year deal that will ultimately see him on factory Smokin' Joe's Hondas in 1998.

For the first year of the two-year deal, Bostrom will stay where he is on the Zero Gravity team, riding a Honda-provided CBR600 in the 1997 600cc Supersport Championship and an RC45 in selected AMA Superbike Nationals.

"He signed it Friday night," Mathers said on Sunday morning at Sears Point. "We made him an offer through Glenn (Cook, Zero Gravity's team manager) at Zero Gravity. We wanted to make him an offer quick because we knew he had others to consider. Glenn got back to me and said he (Bostrom) had turned it down. We hashed it out on Thursday and Friday here and he signed it Friday night. He's going to ride 600s for Zero Gravity next year, and whether or not he's going to ride anything else is between him and Zero Gravity. We'll also put him on a superbike as many times as we can. It really depends on when we can get parts. For 1998, he's a full member of our team for 600 and Superbike."

"I'm looking forward to a good future," Bostrom said. "I got a really good deal lined up. Next year I want to concentrate on the 600cc championship and learn the superbike. And then the next year... Well, I've got a really good deal. You've got to look at your future, look at the manufacturers, the teams and the people who do the job. I think working with Honda will be the way to go."

Bostrom confirmed that he will forego the AMA SuperTwins class in 1997, even if he ends the series as the class champion.

(1:48.115); 25. Mark Miller (1:48.822); 26. Nicolas Felli (1:48.969); 27. Daniel Bailey (1:49.034); 28. Dax Snow (1:49.736); 29. Dale Kieffer (1:50.201); 30. Mark Black (1:50.260); 31. Mike Krynock (1:50.513); 32. Steve Patterson (1:50.722); 33. Robert Mesa (1:51.009); 34. Frank Wilson (1:51.292); 35. Dean Mizdal (1:51.468); 36. John Hilton Jr. (1:52.583); 37. Michael R. Smith (1:52.900); 38. David Roy (1:53.109); 39. Gary Ricci (1:53.881); 40. Victor Cabral (1:54.080); 41. Kenneth Evan (1:54.256).

SUPERBIKE NATIONAL: 1. Aaron Yates (Suz); 2. Matt Mladin (Suz); 3. Doug Chandler (Kaw); 4. Thomas Wilson (H-D); 5. Chris Carr (H-D); 6. Steve Crevier (Hon); 7. Mike Smith (Kaw); 8. Pascal Picotte (Suz); 9. Miguel DuHamel (Hon); 10. Tom Kipp (Yam); 11. Larry Pegram (Duc); 12. Ben Bostrom (Hon); 13. Michael Taylor (Kaw); 14. Al Salaverria (H-D); 15. Michael Barnes (H-D); 16. David Estok (Duc); 17. James Randolph (Suz); 18. Mark Miller (Suz); 19. Steve Rapp (Kaw); 20. Nicolas Felli (Kaw); 21. Eric Moe (Kaw); 22. Dale Kieffer (Suz); 23. Mike Krynock (Kaw); 24. John Hilton Jr. (Hon); 25. Kenneth Evan (Suz); 26. Jamie James (Yam); 27. Dax Snow (Suz); 28. Calvin Rayborn III (H-D): 29. Frank Wilson (Suz); 30. Steven Patterson (Suz); 31. Shawn Higbee (Duc); 32. Dean Mizdal (Yam); 33. Tripp Nobles (H-D); 34. Victor Cabral (Suz); 35. David Roy (Suz).

Time: N/A duto to red flag.
Average speed: N/A
Margin of victory: 0.217 sec.

AMA SUPERBIKE NATIONAL C'SHIP POINT STANDINGS (After 9 of 10 rounds): 1. Miguel DuHamel (252/4 wins); 2. Doug Chandler (250/1); 3. Tom Kipp (236); 4. Mat Mladin (225); 5. Pascal Picotte (222); 6. Aaron Yates (181/1); 7. Larry Pegram (173); 8. Shawn Higbee (163); 9. Thomas Wilson (153); 10. Steve Crevier (149); 11. Chris Carr (136); 12. Mike Smith (130); 13. Al Salaverria (123); 14. James Randolph (122); 15. Alessandro Gramigni (121/2); 16. Mark Miller (118); 17. Dave Estok (97); 18. Jamie James (89); 19. Tripp Nobles (79); 20. Eric Moe (78).

Upcoming Round:
Round 10: Las Vegas, Nevada - October 6

Aaron Yates celebrates the first win of his young AMA Superbike class career.

Briefly...

Former dirt tracker and current road racing hot property **Ben Bostrom**, who signed a contract with American Honda on Friday night (see sidebar), was having his first-ever ride aboard a superbike, his first-ever ride on slick racing tires and his first-ever ride on any road racer bigger than a 600 at Sears Point. Still, the 22-year-old Californian put the "parts bin" Honda RC45 on the fourth row with the 14th-fastest time. "The thing's the coolest, man," the laid-back Bostrom said on Sunday morning. "I'm just starting to get familiar with it. This track is hard, it's a tough place so hopefully we'll be faster in Vegas (the next round of the series on October 6). My goal is to finish in the top 10... okay, top five," he said with a smile. "I just want to get a good finish and not crash. I don't want to set the world on fire this weekend. It's so easy to ride I can't tell 'em what's wrong with it. I haven't touched it - I don't know what to do with it. The big difference is those guys get it pointed quicker on the exits. I can go in as quick and my cornering speed is good, but I can't get it pointed as quickly as they do. I guess they said the setup is somewhere between what Miguel (DuHamel) and Mike (Hale) would use. It's way cool." Bostrom was loading up on vitamins, trying to recover from the flu. He was also the busiest rider on the weekend, having to race not only the Superbike but also the 600cc Supersport and Harley-Davidson TwinSport races. Bostrom finished 12th in his superbike debut. "I was all fired up," he said on Sunday afternoon. "I got a bitchin' start and was sixth or seventh. I was thinking, 'we're hangin'. I had new tires on and they were unscuffed. When I flicked it right through the esses the front tucked and I buried my knee in the ground. It tried to pull me off the back but I think speed saved us."

Honda's Gary Mathers denied rumors that **Steve Crevier** would be bought out from the second year of his contract with American Honda. "I don't know where it started," Mathers said. "But it's not true. We have a contract with Crevier for next year and we fully intend to fulfill that. There's no question that he's had a tough year, but he's gong well here. Martin (Adams, the Smokin' Joe's' team owner) grounded him for the World Superbike race at Laguna, and that was probably a mistake. You won't see things like that happening again."

Two-time World Champion and 1993 AMA Superbike National Champion **Doug Polen** brought his Team Polen Suzuki to Sears Point for his first AMA Superbike race since he finished 17th in the rain-sodden Laguna Seca National in April of 1995. The Texan started off by setting the second-fastest time on Friday, but his Saturday started less favorably when he was rear-ended by James Randolph in the morning session. "He plowed into the back of me," said Polen, who wasn't injured in the collision. "It was real weird. His bike kinda hooked up on mine and I just went over the top. I kinda jumped off the front. Then I thought I was going to slide feet first into the wall like I did when I broke both feet here, so I put my hand down and started rotating. I kind of backed into the tires just before the hay bales started." So what did Randolph tell Polen when they got to their feet? "He said, 'Oh, no, anybody but you,' " Polen said.

Polen's Suzuki GSXR750 came to Sears Point fitted with **Michelin** tires. "I have no tire contracts," Polen said. "I use Bridgestones in Formula USA, but I got these Michelins direct from France. The front is identical to what we used in the World Endurance race and it's the same as the World Superbike guys have. We've tried the good front and the good rear, but not together. We'll have them both on for qualifying and the race. The bike is completely different from what we had in Portland (the most recent Formula USA round in which Polen won a leg). Spec-wise it's set up just like the World Endurance bike event, though it's rough here, it's like riding around on a cloud. It's really, really nice." Polen's bike was fitted with a Showa front end, shipped to him from Japan after being taken of the bike ridden in the Suzuka 8-Hour by Scott Russell and Terry Rymer. The GSXR also had a longer swingarm, modified by Polen's crew. "It just gives it (the rear wheel) some more room," Polen explained. "We've got the ability to move it back another one and a quarter inches from stock."

Unfortunately, Polen's Suzuki never worked as well after the crash as it had before, and his crew spent all of Saturday night and Sunday morning rebuilding it. Very early in Sunday's morning warmup session, Polen crashed the bike again and **it caught fire** - ending the Texan's return prematurely. He also suffered injury to three of the fingers on his right hand along with other bruising. Polen said that the ring that holds the fuel pump to his fiberglass gas tank delaminated and "the whole thing fell off, pumping three gallons of gas all over the rear tire. From there it was your standard high-side. When I was sliding, I looked over and could see a wall of fire from the ground to as high as I could see. The bike was working good. I was thinking, 'These guys are done today.' The next thing I knew my feet were over my head and now I'm a spectator."

Yoshimura Suzuki's **Mat Mladin** escaped without injury from a third-gear crash at Thunderhill Park in Willows, California, while testing the week prior to the Sears Point National. The Australian also showed up for Sears Point with a new hairdo, closely cropped to his head and dyed a golden blonde. The Australian then went out and finished second in the Superbike National despite his disdain for Sears Point. "Basically, this track and New Hampshire I don't like one bit," Mladin said. "This one is even worse. I can't get myself to go the times that I'd like to go... down through the esses - basically, I'm slow through there. It's a track where we had to stay on two wheels and if I really pushed myself through there (the esses) I would have been on the edge of probably going straight to hospital. I've said it before and I'll say it again, I think something needs to be done about a few of these places where they're making us ride. Notably the last two that I spoke about. Fortunately, we haven't had an accident here this weekend, but things can happen and all it takes is a mistake. We're all humans; we all make mistakes. Quite a few places on this race track aren't very nice, and I'm happy to go out of here with second, taking nothing away from Aaron (Yates) because he's ridden well since the first day he got here."

Mladin wasn't too pleased with quotes from **Miguel DuHamel** which ran in various racing publications after Brainerd. "I read in one of the newspapers or magazines last week, actually one of the guys showed me on Friday, that Miguel DuHamel said how he doesn't want to race with me because he thinks I'm out of control and all of this sort of stuff. I didn't take too kindly to all that sort of bullshit, and basically it's good to see him back where he is today, and I hope he gets used to it."

Both 600cc Supersport qualifying sessions and the final Superbike session were stopped midway through due to crashes on Saturday. The first 600cc session was stopped when Thomas Montano crashed on the exit of turn 11 and the second was halted when **Matt Wait** crashed his Honda in the makeshift chicane at the end of the front straight. The superbike final session was stopped at the 30-minute mark when Robert Mesa crashed in the same chicane, his Suzuki and several hay bales catching fire. Wait suffered a broken shoulder injury in his get-off, but continued to race on the weekend. The Northern Californian already had an injured left elbow after crashing his Harley-Davidson TwinSport bike in the NASB race at Portland two weeks earlier, and was scheduled to visit Dr. Arthur Ting for consultation on Monday in San Francisco.

Although he wasn't fined, Matt Wait was placed on probation by the AMA for what they classified as **rough riding** in the 600cc Supersport final race at Brainerd International Raceway in July.

One of the superbike men who has yet to sign a contract for the 1997 season is **Aaron Yates**. The young Georgian qualified on pole for Sunday's National and then went out and won the race, an effort that's sure to raise the stakes. "I have a letter of intent with Suzuki that I'm supposed to sign," Yates said on Saturday afternoon. "I was supposed to give it back to them on Sunday, but maybe I won't. Some people have told me that they're not paying me as much as they should be." While Pascal Picotte has another year left on his contract with Suzuki, Yates' other teammate, Mat Mladin, doesn't have an agreement for 1997.

Ditto for **Thomas Stevens**. The former AMA Superbike National Champion is itching to get back into the Superbike class after a year of Supersport-only with Kinko's Kawasaki. "I'm talking to everybody, but my first commitment is to Kawasaki," Stevens said. "They've given me the opportunity to show what I've got. I'm an A guy and I want to be on an A team with an A bike." Stevens won the 600cc Supersport final on Sunday, his first victory of any kind since 1992.

Al Salaverria had a nasty moment on Friday when he had to jump off the Moto Liberty SuperTeams bike at close to 120 mph during practice. "I lost the brakes and had to jump off," Salaverria said. "There was nothing there and I just had to jump off the back. That kinda screwed me up for the Superbike stuff. I'm a little sore and my confidence is a little funny. That's the craziest thing I've ever had to do." Salaverria ended up finishing 14th in the Superbike National on his Earl Small-backed Harley-Davidson VR1000.

Michael Barnes had the good fortune of getting his hands on the ex-Chris Carr Harley-Davidson VR1000 rather than the privateer Harley he'd been riding since early in the season. "Yeah, it's better," Barnes said. "One of the main things is that we have a decent mainline setup to go from. Before we were using a Penske shock that went away from race to race. The Ohlins have helped a lot. The forks have helped, and it's definitely faster."

Though many predicted that this would be his final season of AMA Superbike racing, **Jamie James** says he's coming back for the 1997 season - hopefully, with Yamaha again. "Unless the well dries up," James said. "I've been with them for six years, and I hope to be with them again. I don't know what their thoughts are, but this is the silly season."

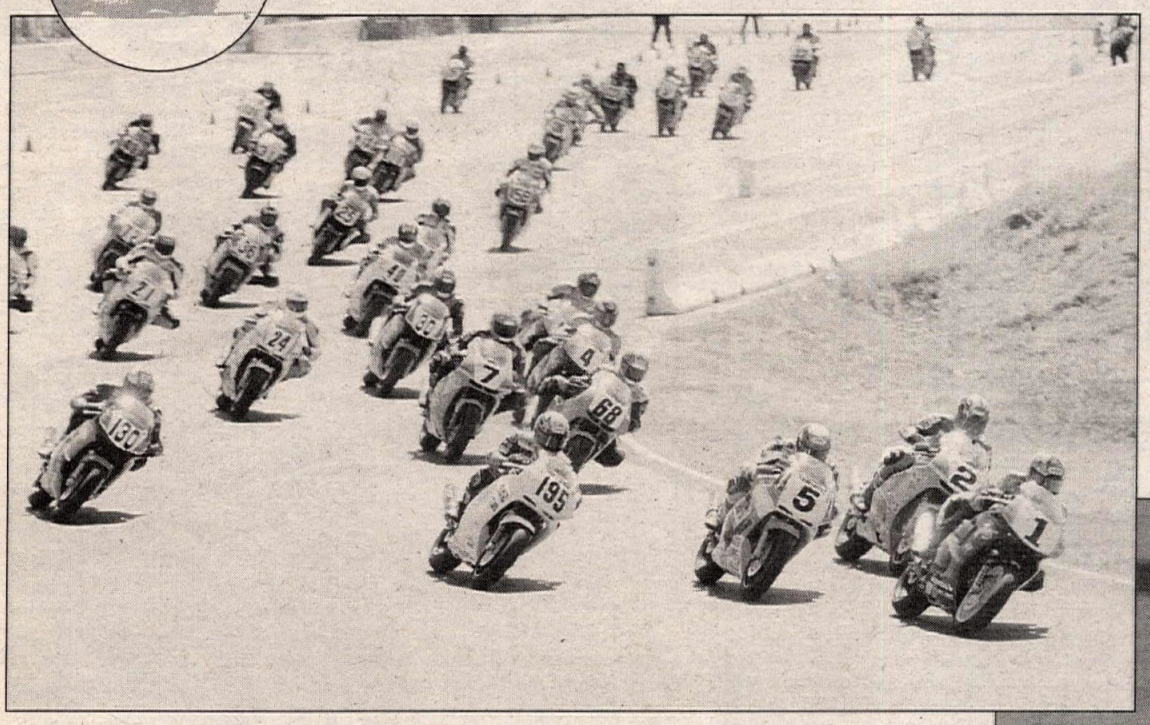
To chicane, or not to chicane: The AMA weekend at Sears Point got under way with the AFM-spec chicane in place at the end of the front straight for the first practice session, a design that was later changed for qualifying and racing. "It's not exactly the same as the AFM chicane," road racing manager Ron Barrick said. "It started with the AFM chicane on Thursday, but we discussed opening it up because it was really tight. (Rich) Oliver, (Doug) Polen and another 10 riders came down and worked on something that would flow a little better. They all seemed comfortable with it. We then used a democratic process to see if we would use the chicane or not. We took a vote on having it or going back to having nothing and it was 72-21 in favor of keeping it."

Two series regulars missing from the 600cc Supersport race at Sears Point were Four and Six Cycles-backed **Todd Harrington** and **Owen Weichel**. Weichel is still recovering from a knee injury suffered during the NASB race at Road America while his teammate Harrington broke some fingers on his left hand while racing in a local motocross event.

Fast By Ferracci's **Larry Pegram** had a fairly miserable weekend at Sears, crashing once in practice and finishing 11th in the National. "I was a little off on Friday, but by Friday afternoon we were going pretty good," Pegram explained. "Then I crashed it and the other bike was totally different. It took me all of Saturday to get back to where I was. I have no excuses. I rode like shit all weekend. I just sucked here, and I'm going to try and forget that this weekend ever happened."

Although **SuperTeams** will be changed for 1997, the class will be back. Instead of the current two-rider/one-bike/one-hour format, the class will likely be a pseudo Unlimited Supersport sprint race, although slick tires and more lenient rules will apply. Technical regulations are still being worked out, according to AMA road race manager Ron Barrick.

Sears Point Raceway



(Left) Miguel DuHamel (1) leads the 600cc Supersport pack into turn one, followed closely by race winner Thomas Stevens (2), Gerald Rothman Jr. (5) and Matt Wait (195). DuHamel wrapped up the series title with his second-place finish. (Below) Rich Oliver (1) was dominant again at Sears Point; here he leads second-place finisher Randy Renfrow (96).

AMA Pro Honda Oils 600cc Supersport Series
Round 10: Sears Point Raceway

Finally, it's Stevens

By Paul Carruthers
Photo by Henny Ray Abrams

SONOMA, CA, AUG. 25

Kinko's Kawasaki's Thomas Stevens may have been forced to witness Miguel DuHamel winning his fourth AMA 600cc Supersport Championship, but at least he had to look over his shoulder in order to do so.

After finishing second four times thus far in 1996, Stevens finally did what was needed to beat DuHamel and the Smokin' Joe's Honda CBR600 - he put his head down and he kept it there for the entire race at Sears Point Raceway. It also helped somewhat that DuHamel knew he only had to finish second in order to capture his fourth AMA 600cc Supersport Championship and his second in succession, but nothing can be taken away from Stevens' best effort of the year. The win not only ensured him of getting second in the championship, it also ended a winless drought that dated back to 1992, when the Floridian won the 750cc Supersport final at Texas World Speedway.

Third place at Sears Point went to Stevens' Kinko's Kawasaki teammate Jason Pridmore, finally back on the winner's rostrum after a two-year hiatus from it due to the badly broken leg he suffered at the end of 1994. It would have been difficult to find anyone in the paddock who wasn't happy to see Pridmore's apparent return to the form he was beginning to show at the time of his injury in an off-season motocross crash.

"I forgot what this place looked like," Pridmore told the crowd from the winner's circle after battling through from an eighth-place start to finish third.

Fourth place went to Erion Racing's Andrew Stroud, the New Zealander staying with the lead group until late in the race. In addition to finishing fourth, he also managed to irk DuHamel by forcing the French Canadian wide with a daring pass in turn 11. The move pushed DuHamel back several places and may have been the turning point in the race.

"It's frustrating," DuHamel said later. "If I hadn't picked up I would have crashed. He (Stroud) just came in there. I'm not against people battling, but it was another Honda rider who knew the situation. You would think they would try to make it as clean as possible."

Moto Liberty's Gerald Rothman Jr., Zero Gravity's Ben Bostrom, Muzzy Kawasaki's Mike Smith, Smokin' Joe's Steve Crevier, Erion's Doug Toland and Yamaha-Suzuki Sport Center's Erik Schnackenberg rounded out the top 10 finishers.

DuHamel's 332 points gives him his fourth title in the 600cc Supersport Series, while Stevens' 295 points locks him in second place. Bostrom is third with 261 points, with Toland (248) and Rothman (246) set to take their battle for fourth to the wire in the final round in Las Vegas.

The race began with a DuHamel holeshot, the French Canadian shadowed by Matt Wait and Stevens with Stroud, Rothman Jr., Mike Smith, Bostrom, Pridmore and Crevier all tucked in behind.

Stevens wasted little time in disposing of Wait, moving up the inside in turn 11 to pass the Californian who was riding with a shoulder injury.

From there it looked as though it would be a DuHamel/Stevens fight, but the others weren't giving up, as evidenced by Stroud's pass on DuHamel in turn 11 on the sixth lap. The pass dropped DuHamel back, giving Stevens some breathing room at the front. It was all he needed as he was visibly faster through the Carousel, using a wider line than the rest of the field.

"Actually Rich Oliver helped me out," Stevens said. "Him and I are very good friends. We talked about the race track. That's something (the wide line) that he uses. I didn't show it, I didn't use it all weekend except in qualifying. I used in qualifying, but I was out by myself and didn't want to show anybody the way through there. And then I knew that I'd use it in the race because it's the way through there. It came down to that if I wanted to really lay it on him it would have worked. When we were side by side, I gave. He thought about giving, and he had the line. Miguel's such a good rider that we don't need to knock each other down. I knew I'd get it done because all the other guys were behind us and when Stroud came up I thought, 'Holy smokes, here we go. Miguel's going to leave me.' So I had to get by him quickly. I had everything to gain and Miguel had everything to lose. I was willing to ride on the edge, and he wasn't willing to do that. All he had to do was finish second and put a huge bonus check in his pocket. I would have done the same thing. Once I got away I really put my head down. As soon as I saw plus one, I couldn't get to plus two. Then it stayed at plus two. Then my tires dropped off a little bit and then he got it back to plus one. From what I understand, he got balked going into 11. I pulled away. It was still plus one on the last lap, and I looked back on the back straightaway and he was still way back. I think he'd given up at that point.

"It's been a long time and that's what it's all about, winning," Stevens continued. "So I need to get onto a superbike and I need to get out there and show them that Thomas Stevens is a winner in superbike, and I think that's going to happen. The last win on a 600 was 1990. That was the last year I rode that class. Then the main factory (Suzuki) that I rode for wouldn't let me ride a Supersport because they didn't want me to lose my focus on superbike, and it damn near cost me my career. Supersport racing is really important, especially if your superbike isn't working. You have to show them what you're made of."

DuHamel did indeed manage to work his way around Stroud and Wait, who later slowed with transmission problems to finish an eventual 11th.

"I needed to get back up to second," DuHamel said. "I could see Thomas pull away. It's that old thing with some of these guys. You get by them easily and they can follow you. Once they get in front of you they don't know where to go any more. Anyway, I just got by them and then Thomas was out in front and I thought about just letting him go and getting second and after that I was going to try to reel him in. I started to reel him in and I did. Two things worked against me - the Carousel because he was fast through there and would make some time through there. But everywhere else I could make up the time I'd lose there. Then we got into lapped traffic and when we got lapped traffic he went by pretty good, pretty clean, and I was stuck behind them. That last guy, that was it, that was the end right there. When he got by, I thought if he makes a mistake, okay. But he got by real clean and I thought, 'what am I going to do?' I just stayed behind him and kept riding around. Thomas was looking back and that was pretty much when I decided not to go."

Pridmore took over third on the seventh lap and eventually drew away from Stroud and the rest of the pursuers.

"I got kind of a bad start," Pridmore explained. "On the first lap I hit my leg real hard up in turn two-A. I hit my leg real hard and broke my brace, so for the first lap it almost felt like a bone was broken, because it was making a grinding in there. I thought it was my leg. I was freaking. But then I thought there was no pain so I just kind of kept going. I realized that it was my brace because a screw had come out of it and we'd epoxied it for the race thinking it would stay in, but it didn't. I've broken my leg so many times, it was scary, but it was just my brace. I just wanted to make sure that once I got by people they didn't get back by. That's what I did. We struggled yesterday on our setup and we did better this morning. I have not ridden a hard track like this all year long. The tracks I've gone to haven't been real physical. It showed a little bit. My arms were pump-

ing up. I got balked by a couple backmarkers and we were all running the same pace so it would have been hard to catch them. I'm really happy. I feel like I'm back now." CN

Sears Point Raceway
Sonoma, California
Results: August 25, 1996

600cc SUPERSPORT FINAL: 1. Thomas Stevens (Kaw); 2. Miguel DuHamel (Hon); 3. Jason Pridmore (Kaw); 4. Andrew Stroud (Hon); 5. Gerald Rothman Jr. (Hon); 6. Ben Bostrom (Hon); 7. Mike Smith (Kaw); 8. Steve Crevier (Hon); 9. Doug Toland (Hon); 10. Erik Schnackenberg (Hon); 11. Matt Wait (Hon); 12. Jamie Bowman (Hon); 13. Robbie Dowie (Hon); 14. Christopher Rankin (Hon); 15. J.T. Theis (Hon); 16. Matthew Guidera (Hon); 17. Enzo Ferrara (Hon); 18. Harold Winkles (Hon); 19. Rich Thorwaldson (Hon); 20. Troy Maturo (Hon); 21. Akiharu Shigeno (Hon); 22. Roque Torres (Hon); 23. Russell Stopper (Hon); 24. Mike Klein (Hon); 25. Matt Bettencourt (Hon); 26. James Morgan (Hon); 27. Rob Lewis (Hon); 28. David Wasson (Hon); 29. Daniel Dietrich (Hon); 30. Tetsu Imanishi (Kaw); 31. Ken Mellville (Hon); 32. Mark Foster (Hon).
Time: 27 min., 4.210 sec.
Distance: 15 laps, 37.8 miles.
Average Speed: 83.783 mph.
Margin of Victory: 2.200 sec.
PRO HONDA OILS 600cc SUPERSPORT C'SHIP POINT STANDINGS (After 10 of 11 rounds): 1. Miguel DuHamel (332/6 wins); 2. Thomas Stevens (295/1); 3. Ben Bostrom (261); 4. Doug Toland (248); 5. Gerald Rothman Jr. (246); 6. Andrew Stroud (238/1); 7. Matt Wait (206); 8. Mike Smith (193/1); 9. Steve Crevier (179); 10. Jason Pridmore (161); 11. Todd Harrington (148/1 win); 12. Christopher Rankin (145); 13. Harold Winkles (128); 14. Owen Weichel (123); 15. Brian Parriott (114).

Upcoming Round:
Round 11: Las Vegas, Nevada - October 6

AMA 250cc Grand Prix Series
Round 9: Sears Point Raceway

Nine down, one to go

By Henny Ray Abrams

SONOMA, CA, AUG. 25

Riding with the late-season aggression that has become his hallmark, Team Oliver Yamaha's Rich Oliver once again decimated the 250cc GP field, in the process clinching his third consecutive AMA 250cc GP crown and keeping alive the perfect season which he hopes to make complete at the final race in Las Vegas in a month's time.

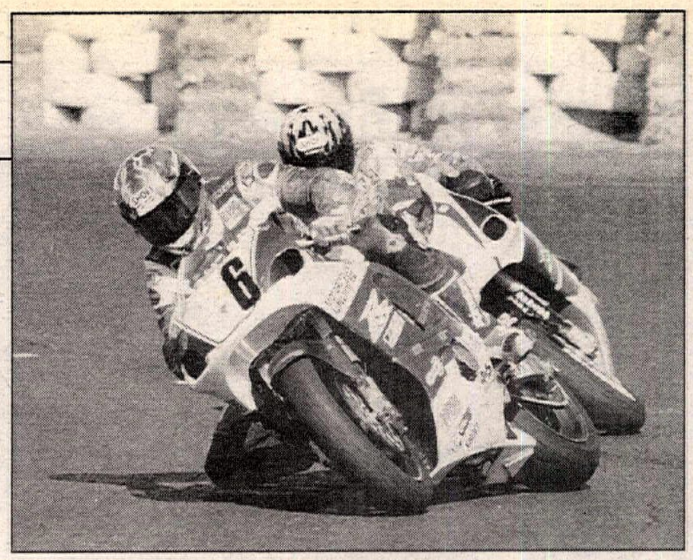
As usual, it was Oliver start to finish, the 35-year-old Fresno resident motivated by a battalion of family and friends as he sped to his ninth win in nine tries. His lap times were again better than a second faster than anyone else's, and only a mechanical failure could have stopped him on a warm and windy Sunday afternoon at Sears Point Raceway.

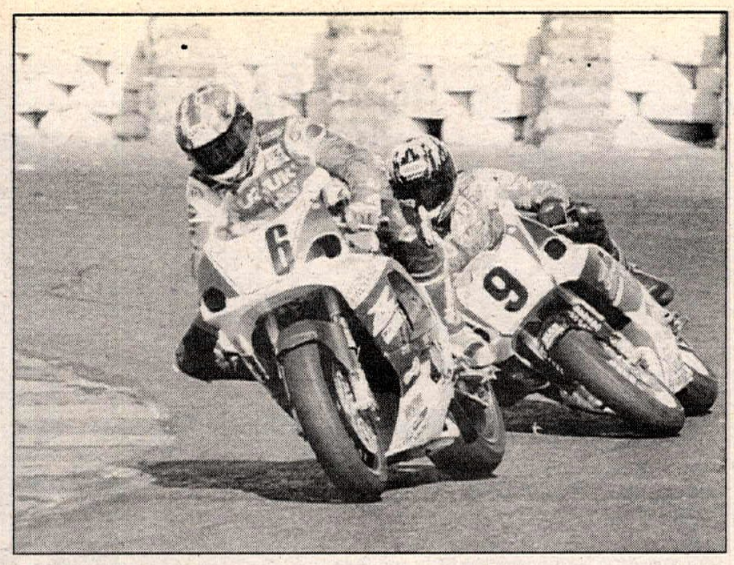
"I went pretty hard at first," Oliver, who had over a three-second lead on the second of 15 laps, said. "I got down to 44s right away, which was the best speed we did all week. So I felt pretty good about that. We built a lead pretty quickly and then I just slowed down. I didn't want to get caught up in anybody else's race." That didn't seem to be a problem.

The problem, Oliver said, was "just trying not to get too caught up in all that was at stake. It seemed to take a long time to get to the halfway point."

By then he was about 14 seconds in front, and he wasn't done. When he crossed the line he had a 17.881-second cushion, averaging 85.582 mph in completing the race in 26 minutes, 30.048 seconds.

Having won every race and led the most laps in each win, Oliver has amassed the highest possible point total, 324, for nine races, enough to guarantee him his third crown. With the title out of the way, now it's off to Las Vegas on October 6.





The defining moment in the 750cc Supersport final came when James Randolph (6) was nearly highsided from his Suzuki, allowing race winner Aaron Yates (9) to pass. Randolph later crashed out of the race, handing second place to Mark McDaniel.

"We'll strip the bike down to nothing and do a little prayer over the top of it and hope that everything runs good that weekend," Oliver said of the Jeff Myers-tuned TZ250 Yamaha.

Once Oliver cleared out, it was up to the rest of the surprisingly large 40-rider field to entertain, and they did. The most fiercely contested battle was over second, the veteran Randy Renfrow using all of his considerable experience to hold off the irrepressible Kristian Kaas of the Performance Machine team.

It was on the sixth of 15 laps that the two cleared out from a tightly wound pack of five, determined to settle second between themselves. Every time they crossed the line it was Renfrow in front, but never by much, and it took all that he knew to stay there.

"I started out in front of him and practiced all weekend my inside entries," Renfrow said. "I practiced coming off the Carousel, making it hard to get me in turn seven." What he also said made a difference was that he quickly repassed anyone who got by him early in the race.

"You come here or Loudon or Brainerd, you have to be prepared to race," Renfrow added.

This was not the first time that Renfrow has raced with Kaas this year. They've battled at Daytona, Loudon and Brainerd, and Renfrow feels comfortable racing with the 23-year-old Finn.

"It's fun riding with him. He's good and safe," Renfrow said.

Kaas added, "We have very different riding styles." Part of that can be put to different machinery. Renfrow is one of the few riders to use the Honda RS250, while Kaas uses the venerable Yamaha TZ250. Of the two, the Honda was clearly faster, Renfrow getting off the corners better and able to hold a top-speed advantage.

Kaas made a final run on the last lap, but Renfrow used different gears in two pivotal corners and was able to outdrive him to the line.

"I woke up early this morning, not because of the alarm, but because I knew it was going to be a race," Renfrow said.

By finishing second, Renfrow added two points to his lead over Kaas in the fight for second place in the championship. With only Las Vegas to run, Renfrow leads Kaas 262 to 257.

The race for fourth was nearly as good as the Renfrow-Kaas battle, though not for quite as long. Early on it was Washington veteran Mike Sullivan in the spot, the Dick Wall/Simpson Construction/Centralia Knitting Mills-backed rider holding off Deutsche Financial Services Mark Foster. Then that pair would be reeled in from behind by an angry trio, Performance Machine's Roland Sands swooping by both on the eighth lap to move Sullivan back to fifth, Foster sixth.

It was several more laps before fourth was decided for good, Sands gaining a little breathing room before Sullivan made a run at the end.

"It was way hairy," the Yamaha-mounted Sands said of his run through the field after his customary bad start. After carving his way through the field he came up on Sullivan and Foster in turn one, using a lapped rider to take over fourth. "I thought I'd catch Kristian (Kaas) and (Randy) Renfrow. I was doing 46s, then I hit lapped traffic. I almost crashed three times. It was a mess out there, a complete mess."

Sullivan took fourth, then came Foster about 6.5 seconds back with Costalupes Construction's Geep Terranova next, in front of Team World Sports Imports' Bobby Keith. Michael Montoya and Cliff Tolley filled out the top 10. CN

Sears Point Raceway
Sonoma, California
Results: August 25, 1996 (Round 9 of 10)

250 GP: 1. Rich Oliver (Yam); 2. Randy Renfrow (Hon); 3. Kristian Kaas (Yam); 4. Roland Sands (10); 5. Mike Sullivan (Yam); 6. Mark Foster (Yam); 7. Gerald Terranova (Yam); 8. Bobby Keith (Yam); 9. Michael Montoya (Yam); 10. Cliff Tolley (Yam); 11. Jason Roth (Yam); 12. Perry Melneciuc (Hon); 13. Derek King (Yam); 14. John France (Hon); 15. Richard Padilla (Hon); 16. Dan Cook (Yam); 17. David Avery (Yam); 18. David Pare (Hon); 19. Joe Carrillo Jr. (Yam); 20. John Burgoyne (Hon); 21. Jeff Ortlip (Yam); 22. Derek J.T. King (Hon); 23. Randall Jones (Yam); 24. Mike Dambrogia (Yam); 25. David Gibbs (Yam); 26. Joshua Hageman (Yam); 27. Andrew Edwards (Yam); 28. Rocky Wong (Yam); 29. Philip Snowden (Hon); 30. Duncan Griffiths (Yam); 31. Kevin Carlin (Yam); 32. Aaron Nichols (Yam); 33. Roy De Groot (Hon); 34. Christoper Thomas (Yam); 35. Richard Snowden (Hon); 36. David Mason (Yam); 37. Jeff Leggitt (Hon); 38. James Martin (Yam); 39. Robert Reich (Yam); 40. Karl Wong (Hon).
Time: 26 min., 30.048 sec.
Distance: 15 laps, 63 miles.
Average Speed: 85.582 mph.
Margin of Victory: 17.881 sec.
250cc GRAND PRIX C'SHIP POINT STANDINGS (After 9 of 10 rounds): 1. Rich Oliver (324/9 wins); 2. Randy Renfrow (262); 3. Kristian Kaas (257); 4 Mark Foster (229); 5. Bobby Keith (195); 6. Perry Melneciuc (194); 7. Cliff Tolley (182); 8. (TIE) Roland Sands/John France (167); 10. Jason Roth (154); 11. Derek M. King (124); 12. Mike Sullivan (108); 13. Mark Orchard (106); 14. John Burgoyne (101); 15. Chris Rogers (91); 16. Dave Avery (81); 17. Jason Paden (76); 18. Nick Ienatsch (75); 19. Greg Esser (74); 20. David Pare (69).

Upcoming Round:
Round 10 - Las Vegas, Nevada, October 6

AMA Teamline 750cc Supersport Series
Round 9: Sears Point Raceway

Yates strikes

By Paul Carruthers
Photo by Henny Ray Abrams

SONOMA, CA, AUG. 24

"It was just a Saturday afternoon ride." Maybe so, but Aaron Yates should expect more on October 5 in Las Vegas.

Yates had it rather easy at Sears Point Raceway, securing his fifth 750cc Supersport win of the year by topping Mark McDaniel by nearly three seconds after visibly slowing toward the end. But his easy win was aided by the fact that his season-long rival and Yoshimura Suzuki teammate Pascal Picotte was forced to start from the sixth row after having mechanical problems during the qualifying session. Picotte ended up getting fourth, setting up a season-ending showdown between the duo with just two points separating them in the championship point standings.

While Yates has now won five races, Picotte has won four. It will basically come down to who wins at Las Vegas Motor Speedway in five weeks.

"I think I've got one or two points on him," Yates said after the race, before learning that he actually had two points on his rival Picotte. "It doesn't change much; I still have to beat him in the next one. I was really just trying to be conservative and save the tires in case something happened at the end. I was keeping an eye on things and it was a pretty easy race."

Picotte only did a single lap in qualifying after running into mechanical problems Saturday, forcing him to start from the sixth row on the grid.

"I did one lap, and it was a slow one," Picotte said. "I had a really hard time early with some of these riders. They are a lot slower, but they're willing to fight with me. They were wanting to beat me like hell. It screwed up my head for a few laps."

McDaniel had his best ride of the year, finishing second on the EBSCO Suzuki on what is his home race track.

"It's my home track, man," McDaniel said. "My parents are here, my ex-girlfriend is here. It's a blessing and I thank God for it. My race was totally uneventful except for once in turn two I almost got into a lapped rider. He (Yates) knew he could rip it. Usually my last five laps are my fastest, but this time it wasn't so. I feel really sorry for Jimmy (Randolph). He put a lot of effort into this weekend."

Randolph was running with Yates when he crashed out of the race, ending his bid for victory on what is also his home track.

With Randolph out of the picture, Yates sailed clear and he was never really threatened.

Third place went to EBSCO Suzuki's Michael Barnes, who narrowly held off the charging Picotte on the final lap.

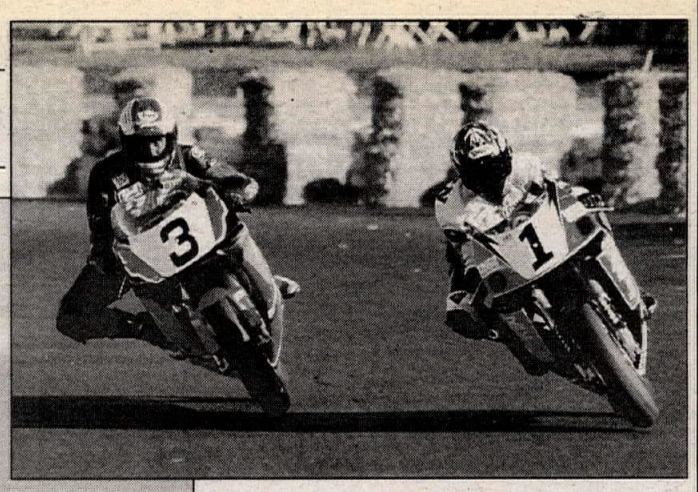
"He came up the inside and he drifted to the line I was actually taking all race," Barnes said. "I got inside and I knew I had him. He was just going a little too quick. I raced with the Kinko's guys early and when I saw 'Plus 0, Plus 1' I thought it was (Thomas) Stevens. I was trying not to look back and I had no idea it was Pascal."

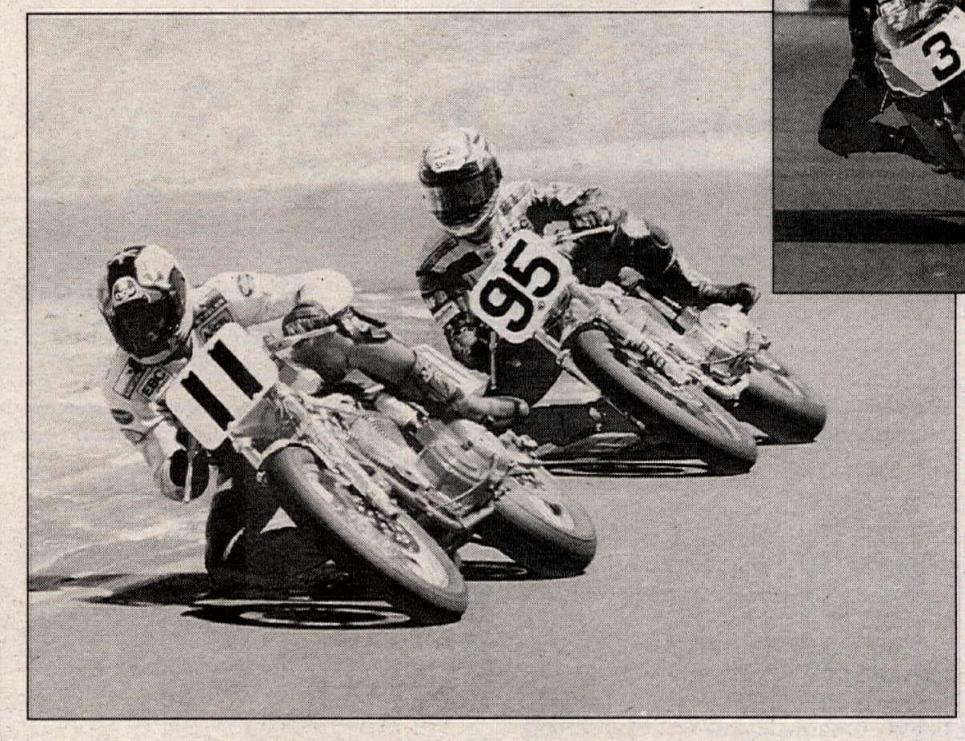
"I tried downshifting one more gear, but it started hopping the rear and it went even wider," Picotte said of his pass attempt.

Team Suzuki Sport's Mark Miller, Hooters' Jim Leslie, Kinko's Kawasaki's Thomas Stevens and Jason Pridmore, Erik Schnackenberg and Team Pearls' Frank Wilson filled the top 10. CN

ROAD RACE
AMA National Championship Road Race Series

Sears Point Raceway





(Left) Ben Bostrom (11) and Matt Wait (95) had another classic TwinSports battle, with Bostrom coming out on top. (Above) Doug Polen (1) led EBSCO Industries to the victory over Erion Racing (3) in the SuperTeams event at Sears Point.

Sears Point Raceway
Sonoma, California
Results: August 24, 1996

750cc SUPERSPORT FINAL: 1. Aaron Yates (Suz); 2. Mark McDaniel (Suz); 3. Michael Barnes (Suz); 4. Pascal Picotte (Suz); 5. Mark Miller (Suz); 6. Jim Leslie (Suz); 7. Thomas Stevens (Kaw); 8. Jason Pridmore (Kaw); 9. Eric Schnackenberg (Hon); 10. Frank Wilson (Suz); 11. Dax Snow (Suz); 12. Mark Black (Suz); 13. Daniel Bailey (Suz): 14. Dale Kieffer (Suz); 15. Tom Aquino (Suz); 16. Mark Foster (Hon); 17. Steve Patterson (Suz); 18. Cory Call (Suz); 19. Robbie Dowie (Hon): 20. Don Greene (Yam); 21. Glenn Filshie (Suz); 22. Gary Ricci (Suz); 23. Paul Vogel (Suz); 24. Victor Cabral (Suz); 25. Neil Parmer (Yam); 26. Tetsu Imanishi (Kaw); 27. Stephen Stallman (Suz); 28. Noboru Miyagawa (Kaw); 29. Mike Klein (Hon); 30. Andrew Sharp (Suz); 31. Tom Christian (Suz); 32. Christopher Blockston (Kaw); 33. John Ferdinand (Suz); 34. James Randolph (Suz); 35. David Wasson (Hon); 36. Michael R. Smith (Suz); 37. Michael Summers (Suz); 38. Christopher Rankin (Kaw).
Time: 27 min., 2.736 sec.
Distance: 15 laps, 37.8 miles.
Average Speed: 83.859 mph.
Margin of Victory: 02.710 sec.
TEAMLINE 750cc SUPERSPORT C'SHIP POINT STANDINGS (After 9 of 10 rounds): 1. Aaron Yates (302/5 wins); 2. Pascal Picotte (300/4); 3. Mark McDaniel (253); 4. Michael Barnes (248); 5. Mark Miller (213); 6. Jim Leslie (197); 7. Mark Black (171); 8. James Randolph (149); 9. Jason Pridmore (135); 10. Frank Wilson (131); 11. (TIE) Dax Snow/Dale Kieffer (130); 13. (TIE) Thomas Stevens/Steve Patterson (113); 15. Doug Chandler (107).

Upcoming Round:
Round 10 - Las Vegas, Nevada - October 5

AMA Progressive Insurance SuperTwins Series
Round 10: Sears Point Raceway

Showdown in Vegas

By Henny Ray Abrams

SONOMA, CA, AUG. 25

After 10 races, only one point separates the two brightest lights in motorcycle racing, guaranteeing that their epic contest will be decided, as it should be, in the final race of the season.

Today it was Bartels' Harley-Davidson's Ben Bostrom taking his turn to win, the Southern Californian elbowing his way to victory in a fight to the finish over archrival Matt Wait, the northern Californian on the Mitchell's Modesto's Harley-Davidson. It was Bostrom's fifth win of the year, to Wait's four, and was as hotly contested as any of them. In the final turn, a looping 180-degree right-hander, the two were using their elbows to fight for precious track space.

"It's been going like that all year and I think it's going to continue at Vegas," Bostrom said after beating Wait to the flag by 0.804 second. Wait, who was riding with a broken right collarbone and damaged and aching right elbow, said he was going to "look to Las Vegas in a month and give him hell there."

After 10 of 11 races, it's Bostrom in front of Wait, 316-315. Bostrom's teammate, Dave Estok, was third today, which guaranteed that he would finish third in the championship.

Estok was able to stick with Bostrom and Wait early on, the trio leaving the rest of the sparse 12-rider field in its wake on the first of 10 laps.

On the fourth lap it appeared that the lead duo was starting to put a gap on Estok slightly and the gap quickly grew once Estok lost the draft on the back straight. Like Wait, Estok was having his own arm troubles.

"I'd caught up to them and then my arms pumped up. It's the same problem I've been having all year," Estok said. "I got into a real big slide and that's when they took off. I knew I had third."

When the crossed flags were shown it was still Bostrom in front of Wait, with Estok now two seconds back. The first time that Wait officially led was across the stripe on the eighth lap, a spot he held on the ninth also. "Coming out of (turn) 11 on the white-flag lap I looked back and saw a Bartels' bike, but I guess it was (Dave) Estok. Ben (Bostrom) must have been right behind me."

Indeed he was.

Bostrom ran in Wait's shadow for much of the lap, the pair running side by side out of turn seven for the run down the back stretch to turn 11, the final looping right-hander before the newly built chicane, then the finish line.

"Maybe I should have let him run it in deep and on line. But I thought if I can hold the inside line I can block him; I could get to the finish first," Wait said. "I just had too much going in there and I ran a little wide. He had the right angle coming through the chicane and I held off the gas or we would have both ended up in the hay bales. It was critical that I finish the race and get the points that we needed."

"It was a little out of shape," Bostrom admitted after completing the 10-lap, 25.2-mile race in 18 minutes, 46.736 seconds at an average speed of 80.516 mph.

Estok was next across with plenty of cushion on Tilley's H-D's Tripp Nobles. The Georgian had moved into fourth on the first lap and was never able to challenge, nor was he threatened.

Harley-Davidson of Citrus Heights' Matthew Guidera took over fifth on the fourth lap and had to hold off the persistent Mark Black on the Miller Electrical Construction/Texan H-D, which he did.

That pair left behind a four-rider contest which Widman H-D's Lance Jones got the best of. Then came Hal's H-D's Brian Gibbs and Orange County H-D's Jody Hendley. CN

Sears Point Raceway
Sonoma, California
Results: August 25, 1996 (Round 10 of 11)

PROGRESSIVE INSURANCE SUPERTWINS: 1. Ben Bostrom; 2. Matt Wait; 3. David Estok; 4. Tripp Nobles; 5. Matthew Guidera; 6. Mark Black; 7. Lance Jones; 8. Brian Gibbs; 9. Jody Hendley; 10. Michel Amalric; 11. Stephen Vlasblom; 12. Robert Brown.
Time: 18 min., 46.736 sec.
Distance: 10 laps, 25.2 miles.
Average Speed: 80.516 mph.
Margin of Victory: 0.804 sec.
PROGRESSIVE INSURANCE SUPERTWINS C'SHIP POINT STANDINGS (After 10 of 11 rounds): 1. Ben Bostrom (316/5 wins); 2. Matt Wait (315/4); 3. Dave Estok (259/1); 4. Mark Black (212); 5. Hikaru Miyagi (198); 6. Brian Gibbs (181); 7. Nate Wait (175); 8. Eric Bostrom (172); 9. Daigoro Suzuki (170); 10. Lance Jones (155); 11. Stephen Vlasblom (154); 12. Richie Morris (135); 13. Michel Amalric (113); 14. Jerry Casciero (109); 15. Scott Zampach (102); 16. Tripp Nobles (85); 17. Jim Whitaker (83); 18. Jody Hendley (78); 19. Matthew Guidera (77); 20. Todd Evans (71).

Upcoming Round:
Round 10- Las Vegas, Nevada, October 6

Performance Machine SuperTeams Series
Round 8: Sears Point Raceway

EBSCO and Erion to the end

By Henny Ray Abrams

SONOMA, CA, AUG. 25

It is as it should be: EBSCO Industries Suzuki vs. Erion Racing in the final Performance Machine SuperTeams race of the year at Las Vegas in little more than a month's time. That, in effect, was the most important result of today's red-flag-interrupted race at Sears Point Raceway, won by EBSCO going away, the team dominating both of the segments.

"It's down to the wire for the last race. It makes it real exciting," EBSCO's Mark McDaniel said after racing the team's Suzuki GSXR750 to a convincing win over the Erion Honda of the injured Doug Toland. "We were fortunate enough to maintain second place and be in the championship running," Toland - who had damaged ligaments in his left leg from a recent dirt bike accident, but was not offering that as an excuse - said.

With only the final round at Las Vegas to go, EBSCO leads Erion 247-244, with each team carding three race wins.

Third place went to the EBSCO Suzuki of Michael Barnes and James Randolph, Barnes running much of the second part of the race in second before dropping to third. "It would've been nice to do one-two and spread the points a little bit more," Barnes said.

The race began late on Saturday afternoon and immediately became a three-team battle. At the front it was Erion's Andrew Stroud, EBSCO's returning recruit Doug Polen and the Moto Liberty Honda of Gerald Rothman Jr. The trio opened a gap on the 19-rider field by the second lap and the order didn't change significantly until the ninth lap when Polen forged past Stroud.

"They were having big problems with those things," Polen said of Stroud's Honda CBR900RR. "He was coming to a dead stop in the corners. Andrew made it wide enough that it was hard to get by him, I took my time and found a reasonable place to pass. Once I was around him I went two seconds a lap faster with no trouble."

Two laps after taking the lead, Polen had better than four seconds in hand. Then, on the next lap, the 11th, Rothman crashed exiting the turn-six Carousel, bringing out a red flag just past the 20-minute mark. That meant that when the race was resumed, the second riders could take over for the final run.

The restart came with just over 23 minutes to run, a true sprint race that was gridded by the running order at the end of the 10th lap. Despite the best efforts of the Moto Liberty Honda crew, they couldn't get the team's Honda CBR900RR race-ready in time for the restart, or any part of the second leg. They finished 17th and dropped down to fifth in the championship.

The second leg featured another front-running trio, but this time it was EBSCO's McDaniel and EBSCO Suzuki's Michael Barnes running one-two in front of Erion's Toland.

Ending the second lap, McDaniel held close to a three-second cushion which he effortlessly extended every lap on his way to a 15.273-second margin of victory after 13 laps. More importantly, he made sure the team led the most laps so that they gained the extra championship point.

Barnes had gotten a good jump on Toland in the fight for second, then the Honda rider ran him down with just over 10 minutes to go. Barnes had no answer for Toland's charge and finished about six seconds back at the end.

DATS Racing finished fourth, Dale Kieffer riding first, with Dax Snow bringing the Suzuki GSXR1100 home about 14 seconds behind Barnes.

Fifth, another 10 seconds back, was the Ohio Superbike Suzuki 1100 of Daniel Bailey and Mark Miller. CN

Sears Point Raceway
Sonoma, California
Results: August 24, 1996 (Round 8 of 9)

PERFORMANCE MACHINE SUPERTEAMS: 1. EBSCO Industries (Suz); 2. Erion Racing (Hon); 3. EBSCO Suzuki (Suz); 4. DATS Racing (Suz); 5. Ohio Superbike (Suz); 6. Anaheim Yamaha (Yam); 7. Kamakaze (Kaw); 8. Two Dudes From Cali Racing (Suz); 9. Honda of Monterey (Hon); 10. Ohio Superbike II (Suz); 11. Class Schools (Hon); 12. Two Husky Racing (Suz); 13. Total Clothing Superteam (Duc); 14. Back Marker (Hon); 15. HDV Racing (Bue); 16. Russell Racing Accessories (Kaw); 17. Moto Liberty Honda (Hon); 18. Moto Liberty Honda II (Hon); 19. Keystone Racing (Yam).
Time: 60 min., 6.601 sec.
Distance: 23 laps, 57.96 miles.
Average Speed: N/A due to red flag.
Margin of Victory: 15.273 sec.
PERFORMANCE MACHINE SUPERTEAMS C'SHIP POINT STANDINGS (After 8 of 9 rounds): 1. EBSCO Industries Suzuki (247/3 wins); 2. Erion Racing (244/3); 3. Ohio Superbike (222) 4. Dats Racing (219); 5. Moto Liberty Honda (216/2); 6. Anaheim Yamaha (193); 7. Ohio Superbike (182); 8. Keystone/Northstar Racing (153); 9. Moto Liberty Honda II (63); 10. (TIE) Dutchman Racing/Erion Racing Too (49); 12. Total Clothing Superteam (48); 13. Two Dudes from Cali Racing (47); 14. Kamakaze (44); 15. Honda of Monterey (43); 16. Battley Cycles (41); 17. (TIE) Class Schools/Two Husky Racing (36); 19. Ebsco Suzuki (30); 20. TBR Racing (28).

Upcoming Round:
Round 9 - Las Vegas, Nevada, October 5

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MOTOWORLD 2
SEPTEMBER 1996 SCHEDULE ON *ESPN2*

Original Show Telecast			Repeat Telecast		
EASTERN TIME					
9/8	Sunday	4:30-5:00pm	& 9/9	Monday	3:00-3:30am
9/20	Friday	8:00-8:30pm	& 9/23	Monday	3:30-4:00am

MOTOWORLD
SEPTEMBER 1996 SCHEDULE ON *ESPN2*

Original Show Telecast			Repeat Telecast		
EASTERN TIME					
9/4	Wednesday	3:00-3:30pm			
9/6	Friday	11:30-12:00am	& 9/7	Saturday	11:30am-12:00pm
			& 9/10	Tuesday	3:00-3:30am
9/14	Saturday	11:30-12:00pm	& 9/15	Sunday	8:30-9:00pm
			& 9/18	Wednesday	3:00-3:30am
9/20	Friday	7:30-8:00pm	& 9/21	Saturday	11:30am-12:00pm
			& 9/25	Wednesday	3:00-3:30am
9/26	Thursday	11:00-11:30pm	& 9/28	Saturday	11:30am-12:00pm
			& 10/1	Tuesday	3:00-3:30am

125cc 250cc AMA Motocross

WORLD GP

125cc 250cc AMA MOTOCROSS
1996 SCHEDULE ON *ESPN*

EASTERN TIME			
Washougal, WA	9/4	Wednesday	12:30-1:30am
Binghamton, NY	9/28	Saturday	1:00-2:00am

1996 SCHEDULE ON *ESPN2*

EASTERN TIME			
Washougal, WA (repeat)	9/6	Friday	7:30-9:30pm
	9/13	Friday	12:30-2:30am
Binghamton, NY (repeat)	9/10	Tuesday	7:30-9:30pm
	9/14	Saturday	4:00-6:00pm
Delmont, PA	9/20	Friday	8:30-10:30pm

WORLD GP
1996 SCHEDULE ON *ESPN*

EASTERN TIME			
Austria	9/7	Saturday	1:00-2:00am
Czech Republic	9/14	Saturday	1:00-2:00am

1996 SCHEDULE ON *ESPN2*

EASTERN TIME			
Italy (repeat)	9/15	Sunday	300-5:00pm
	9/18	Wednesday	12:00-2:00am
Catalunya (repeat)	9/22	Sunday	12:30-2:30pm
	9/25	Wednesday	12:00-2:00am

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Round 12: Broome-Tioga Sports Center

McGRATH ZEROES IN

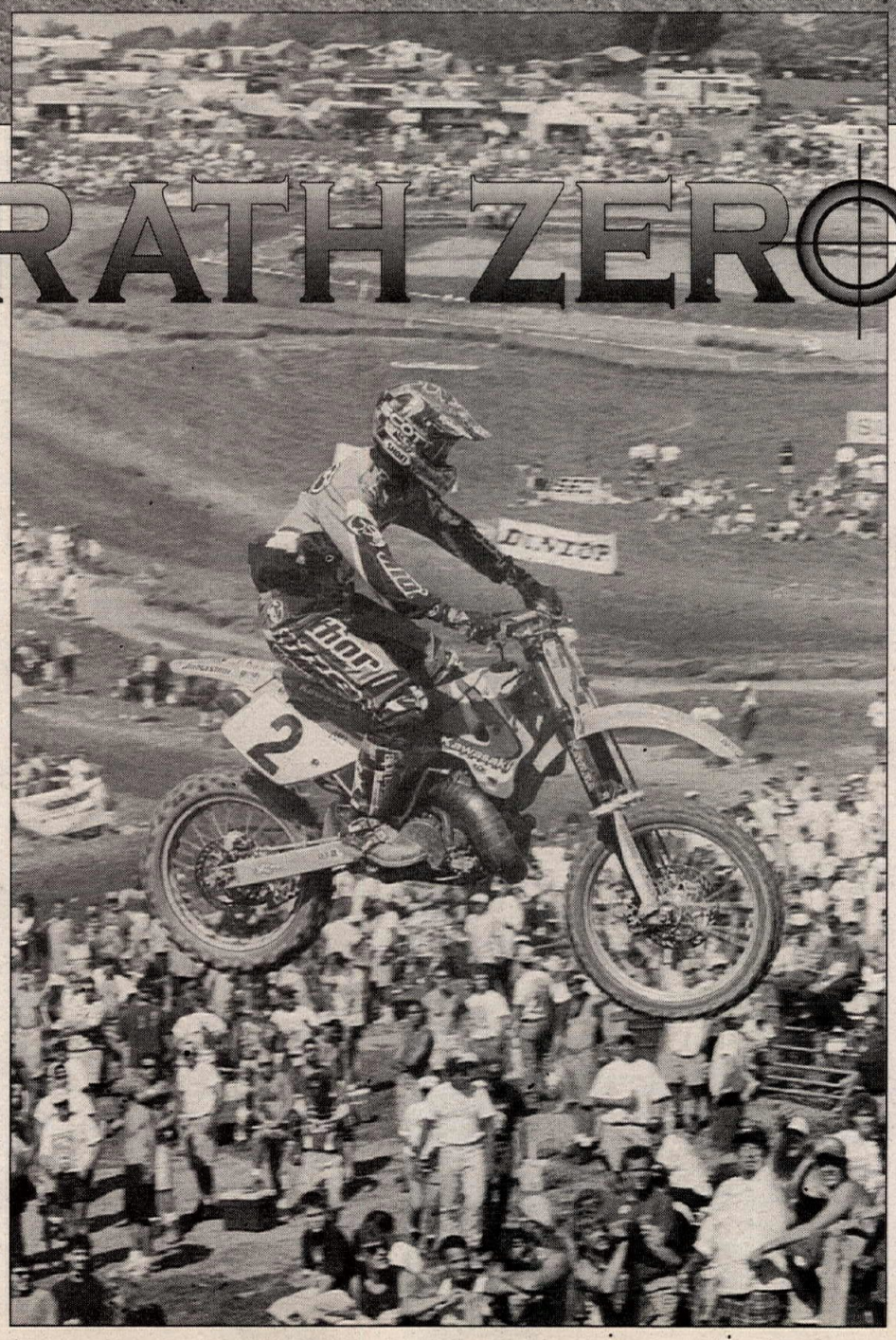
By Cameron Coatney
Photos By Kinney Jones

BINGHAMTON, NY, AUG. 25

When the AMA 250cc National Motocross Series rolled out of Washougal, Washington, last weekend, something happened that has not occurred in nearly two full seasons - Team Honda/1-800-Collect/Fox's Jeremy McGrath was not in charge of the 250cc championship points standings.

Team Kawasaki's Jeff Emig took control of the points lead by eight points when he finished second overall and McGrath suffered a rare DNF in the second moto, scoring only 12 points for the day in 15th overall. McGrath sustained a nagging foot injury at the Millville National and sustained a few more injuries in Washougal, and was not considered by most to be up to full speed coming into Binghamton. But McGrath proved his doubters wrong when he holeshot both motos and took the overall victory in convincing style, going 1-1 at the Binghamton AMA 125/250cc National Motocross held at the Broome-Tioga Sports Center, moving to within just two points of Emig with one race, two motos, to go.

McGrath's win at Binghamton assures the fact that the AMA 250cc MX Championship will be decided in the final two motos of the year - and most likely it will be decided in the final moto. This is what we've all been waiting for since McGrath started his reign of championships four years ago. Some suspense and uncertainty. Imagine that.



McGrath came into Binghamton not even certain himself whether he was up to riding the pace he would need to stay close to Emig in the motos and the point standings. As the day progressed through practice and the first moto, McGrath must have come to the realization that he was up to the task of setting his sights on the target - Emig - and pulling the trigger.

"Well, I did what I had to do," McGrath explained. "In the first moto, I was a bit hesitant on dabbing it (the left foot), but in the second moto I just went for it - it felt good. Adrenaline can sometimes erase the pain, but my foot feels pretty darn good right now (lifting his foot and moving it after the second moto). It was, basically, now or never. I felt good on my bike all week and in practice. Before Washougal I didn't ride for two weeks, but now I'm ready for next weekend. I'd say Jeff (Emig) has a few more things to worry about than me - Steel City is my favorite track and I'm pumped going into the final."

(Above) Team Honda's Jeremy McGrath (1) leads Greg Albertyn (16), Anthony Amaradio (30), Doug Dubach (45), Damon Bradshaw (28), and the rest of the 250cc field at the second moto in Binghamton. Doug Henry (15), Jimmy Button (100), and Ryan Hughes (hidden) fight to stay upright. (Left) Team Kawasaki's Jeff Emig came into Binghamton with an eight-point lead in the points standings and left with a two-point lead over McGrath after getting second with a 2-2.

Emig had a good day and got second overall with a consistent 2-2, but just could not put together the great starts he's grown accustomed to getting lately. He rode really strong, though, as he proved after getting a midpack start in the second moto and moved up to second place by moto's end. He's confident and ready for the final showdown.

"My starts weren't up to par today, but that's racing," said Emig. "All week long I tried not to think about the points battle, but when you're in the hunt, it's hard not to. I was definitely nervous coming into today's races, but now I feel relieved and confident - I know I'm the strongest guy out there (after his second-moto charge) and I'm ready. It's just really interesting that it's all going to come down to the last moto. I know I feel better riding than spectating because my fans want me to win real bad and can't do much about it, but I know I'm in control of my own destiny and I think I can win the championship."

Team Suzuki's Greg Albertyn had a consistent day and finished on the podium for the second time this year (the other time being his win at Unadilla) in third place with a 4-3. He was pretty exhausted after the second moto, where he kept McGrath in his sights for most of the race until Emig got around him on the last lap. He had a good ride, nonetheless.

"I just thank the Lord for giving me the talent to ride with guys like Jeff (Emig) and Jeremy (McGrath), and we had a great race today," Albertyn said. "Next week I'm going to try and show those two guys a thing or two (says with a laugh). It's taken me some time to adjust to the speed of American motocross, but hopefully I'll be here a few more years to race with these guys."

Fourth overall went to Honda of Troy's Larry Ward, who turned in a 5-4 moto tally and really seems to be coming on strong at the end of this season, showing good starts, speed and endurance. Last week's Washougal winner, Team Suzuki's Mike LaRocco, got fifth overall with a 3-8 and was actually in good position early on in moto two for a podium finish until a crash dropped him back in the pack. Sixth overall went to Team Kawasaki's Ryan Hughes. He turned in a 3-8 after starting from the back in moto two when a pile-up just after the start put him into catch-up mode.

Team Yamaha's Doug Henry took seventh overall with a 7-9, Team Noleen's Kyle Lewis got eighth with a 12-5, F&S Suzuki's Cliff Palmer ninth with a 9-8 and PJ1/Xtreme/Burnsville Yamaha's Jimmy Button finished off the top 10 with an 8-13.

Emig leads McGrath by two points, 516-514, in the official point standings. LaRocco is in a distant third with 394, followed by Albertyn with 371, and Ward rounds out the top five with 319.

While the 125cc class definitely lacks the title-race excitement that the 250cc class now enjoys, with Team Honda/1-800-Collect/Fox-backed Steve Lamson wrapping up his second consecutive 125cc championship after the first moto in Washougal, the battle for second in the points standings is dead even and also will go down to the wire. Team Yamaha's Kevin Windham elevated himself from third in the standings into a tie for second with teammate John Dowd after thoroughly romping the rest of the field with a 1-1 at Binghamton.

When Lamson wasn't winning Nationals this year in commanding style, Windham was. He has now won all of the Nationals that Lamson hasn't, and he flat ran away from the field in the motos he's won. That pretty much explains how things happened at the Broome-Tioga Sports Center as Windham grabbed the lead early in both motos and never let up. The perfect 1-1 score gave him his third AMA 125cc National MX victory of the year, and his first ever double-moto victory.

"I had a lot of fun because this was my first 1-1," Windham said. "I got thirds on both starts - I just started from the inside both times and hugged the first corner tight. Craig was a little tough to get around in the second moto - he was riding good - but I squared off one of the turns on top of the hill and got him. I think I got people both motos there. The heel clickers were good in the first moto, but Dowd got a little too close at the end of the second moto for 'em. He was riding good and it was a great day for Yamaha."

Lamson came to Binghamton wanting to win - there was no doubt about that in the pits before the races - but Windham was on fire and Lamson could only muster a 2-3 to garner second overall.

(Above) Yamaha's Kevin Windham rode extremely well and took his third overall national win of the year with a 1-1.
(Below) Jeremy McGrath did what he had to do to stay in the points battle with Emig by taking the overall victory with a 1-1. The championship will be decided at the final round in Delmont, Pennsylvania.

"In the first moto a rock got stuck in my brake pedal, and it was slowing me down a lot for a few laps," Lamson said. "In the second moto, Brown got a good jump and came over on me, but I didn't get out (of the gate) too bad. Then I was chasing Brown and clipped his tire going pretty fast and high-sided. I didn't get hurt, but it slowed me down a little, then I just charged. I'm trying not to think about the championship (being clinched), but Dowd and Windham rode good today and I'm just going to train harder for next weekend."

Dowd did ride well again and was on the podium for the third straight week. His second motos usually seem to work out better for him lately, and this National was no exception as he turned in a 5-2 for third overall.

"I got a lousy start in the first moto," Dowd said. "Then it just seemed like I tried too hard and started doing everything backwards. It was too late once I started moving forward. I got a better start in the second moto, and I didn't think I could catch Windham, but I was staying close in case he made a mistake. The youngster had a good day (laughing toward Windham). It's going to be a good battle next week for second in the points between us."

Team Kawasaki's Damon Huffman finally had a day he'll remember after getting his motor problems sorted out from the last two Nationals and finished in fourth overall with a 3-4. Mike Craig had a pretty good day with excellent starts and made the Honda of Troy boys proud with a 4-5 for fifth overall.

American Honda/Primal Impulse/Bill's Pipes' Robbie Reynard took sixth with a 7-6, Great Western Bank/Xtreme/CTi2's Buddy Antunez got seventh with a 6-7, Team Honda of Troy's Mike Brown turned in an even 8-8 for eighth overall, Reynard's teammate Pedro Gonzalez finished ninth with a 9-13, and Team Splitfire/Pro Circuit/Kawasaki's David Pingree rounded out the top 10 with a 13-10.

Lamson now has 540 points on his championship year. Dowd and Windham are tied in second with 405, Craig moves up a position and into fourth with 281 and Antunez is not far back in fifth with 274.

Spectator attendance was near the 15,000 mark and was definitely up in numbers from last year's event. Jack Skutnick, Tom Hurd and crew did an excellent job with track preparation and layout, and had to fight a rainstorm late in the week which saturated the track, making it near perfect on race day after some hard work.

125cc NATIONAL

At the start of the first 125cc National moto, Lamson looked to have the holeshot, followed by Craig, Antunez, Windham, Huffman and F&S Suzuki's Todd DeHoop. But when the riders made the 180-degree turn at the end of the start chute and came into the supercross-style section of the course, it was Windham securing the lead over Lamson and the rest of the field.

Round 12: Broome-Tioga Sports Center

(Left) Team Honda of Troy's Mike Craig holeshot the second 125cc moto and held off Windham for four laps. He finished with a 4-5 for fifth overall. (Below) Suzuki's Greg Albertyn rode strong, especially in the second moto where he held second place until the last lap. He finished on the podium in third with a 4-3.

Windham flat out ran away from the pack and had a four-second cushion over Lamson at times, which grew to about 13 seconds when Lamson's brake pedal started sticking about lap seven. Lamson would close the distance back up to six seconds at the end of the race, but to no avail - Windham had enough time to pull three heel clickers on the last lap. Oddly enough, the heel clicker seems to be both Lamson and Windham's trademark jump.

Huffman got around Craig on lap five to take over third after hounding him for a couple of laps, and they would stay in that order until the checkers. Dowd had to work his way up from about a 10th-place start and eventually battled his way around the likes of Gonzalez, Team Suzuki's Ezra Lusk and the hard-charging Antunez for the fifth position. Lusk would crash on his own on lap six and would later pull off.

At the checkered flag it was Windham, Lamson, Huffman, Craig, Dowd, Antunez, Reynard, Brown, Gonzalez and Team Spitfire/Pro Circuit/Kawasaki's Chad Pederson battled up to 10th after being as far back as 18th on lap two.

Team Honda of Troy's Phil Alderton (owner) and Erik Kehoe (manager) must have been doing cartwheels when Brown and Craig led the rest of the field out of the first corner at the start of the second 125cc moto. By midlap, the leaders were sorted out and it was Brown, Craig, Windham, Dowd, Pederson, Antunez, Lamson, Pingree, Manchester Honda/Sinisalo's Scott Carter and Lusk closing out the top 10.

It would take Windham about four laps to get around Craig on one of the hills on the course, but once Windham got out in front he was gone again. Craig and Brown held second and third, respectively, until Dowd was able to reel in Brown for third on lap five and Craig for second on lap seven. He was moving. Lamson fell while pressuring Brown early on and fought valiantly from as far back as 14th to finish an incredible third.

Huffman was in about 13th on lap two after a mediocre start, but was charging through the pack and got up to third on lap 12 before Lamson made him a casualty and put him in fourth a few laps from the finish. Reynard moved through the pack pretty briskly after a start just inside the top 20, to sixth by lap 12.

Windham had as much as a nine-second lead, but at the finish Dowd had cut that to about four - hoping for that mistake that could end the heel-clickorama. Huffman came across in fourth, followed by Craig, Reynard, Antunez, Brown and Team Chaparral's Michael Brandes.

250cc NATIONAL

The anticipation for the start of the first 250cc moto was extremely high throughout the Sports Center. Could McGrath be competitive or was the number-one plate already sitting on Emig's mantle? Emig received some encouragement from a wild kid with a fro and got a good laugh out of it before the gate fell. It helped Emig to a good start, but not the one he wanted. McGrath pulled a gangbuster holeshot, followed closely by Emig. After the first turn it was McGrath, Emig, Albertyn, Ward, Henry, LaRocco, Palmer, Hughes, Smith/Thor/Pro Circuit-backed Rich Taylor and REP/Answer-sponsored Eric Reily in the top 10. Team Yamaha's Damon Bradshaw ended up nearly dead last.

McGrath tried to run away with the race, but Emig kept the gap anywhere from two to five seconds apart throughout the moto. Near the end of the moto, Emig put on a charge while he and McGrath were fighting lappers, but he could not make it happen and finished just two seconds behind McGrath. The points gap between the two went from eight to five, still in Emig's favor, after the moto finish.

Meanwhile, Albertyn, Ward, LaRocco, Hughes and Henry would wage an intense battle about six seconds behind Emig. They fought tooth and nail before LaRocco eventually got into third and put some distance on Albertyn in fourth. Hughes and Ward went back and forth on laps 12 and 13, but Ward held off Hughes to the finish.

When the checkers waved, it was McGrath, followed by Emig, LaRocco, Albertyn, Ward, Hughes, Henry, Button, Palmer and Team Honda of Troy's Brian Swink at the finish.

When the riders in the second 250cc moto rounded the first corner, McGrath clutched out again and had his second holeshot of the day. Albertyn came next with Lewis, Yamaha's Doug Dubach, Scott/Axo-backed Ryan Huffman, Bradshaw, LaRocco, Palmer, Ward and Emig in chase. Emig looked to have a great start in the works but got pinched off from the outside and pushed back before the first turn. It would be a long haul to the front for him. Taylor, Button and Hughes all started from way back in the pack.

McGrath was off and running his own race, but Albertyn was only about two seconds back. LaRocco was running third behind teammate Albertyn when he crashed into a hay bale, leaving the SX portion of the course, and would remount in 16th. He would eventually get back up to eighth by the finish.

McGrath and Albertyn, running first and second, put about 15 seconds on Ward in third place by lap nine. Ward was being pressured heavily by Lewis, Emig and Bradshaw, who all were riding very aggressively - not giving an inch to anyone. Emig eventually pushed Ward onto the heels of Albertyn in second, and got by Ward to take third on lap 13. If they would have finished this way, Emig and McGrath would be tied in points going into the Steel City National.

But it wasn't to be. Emig closed in on Albertyn and made the pass on him with half of a lap to go, thereby retaining a two-point lead in the standings. Albertyn rode valiantly and tried his best, but he was exhausted from riding at McGrath's heated pace for so long.

McGrath crossed the finish line with about six seconds to spare over Emig's inspired ride to retain the points lead. Albertyn took third, followed by Ward, Lewis, Bradshaw, Hughes, LaRocco, Henry and Palmer. CN

Broome-Tioga Sports Center
Binghamton, New York
Results: August 25, 1996 (Round 12 of 13)

125 MOTO 1: 1. Kevin Windham (Yam); 2. Steve Lamson (Hon); 3. Damon Huffman (Kaw); 4. Mike Craig (Hon); 5. John Dowd (Yam); 6. Buddy Antunez (Kaw); 7. Robbie Reynard (Hon); 8. Mike Brown (Hon); 9. Pedro Gonzalez (Hon); 10. Chad Pederson (Kaw); 11. Todd DeHoop (Suz); 12. Brian Deegan (Hon); 13. David Pingree (Kaw); 14. Tony Lorusso (Hon); 15. James Dobb (Suz); 16. Kim Ashkenazi (Hon); 17. Barry Carsten (Suz); 18. David Kratz (Suz); 19. Nathan Ramsey (Suz); 20. Paul Currie (Kaw); 21. Scott Sheak (Suz); 22. Shaun Perolio (Kaw); 23. Shane O'Connor (Hon); 24. Jason McCormick (Hon); 25. Scott Carter (Hon); 26. Casey Johnson (Kaw); 27. Tom Clowers (Suz); 28. Gerardo Gandara (Suz); 29. Anthony Pocorobba (Suz); 30. Michael Brandes (Suz); 31. Tom Welch (Yam); 32. James McIlvaine (Hon); 33. Chad Sanner (Kaw); 34. Ronald Faisst (Suz); 35. Keith Troccoli (Suz); 36. Patrick Waitt (Yam); 37. Bill

Silvarole (Kaw); 38. Davey Yezek (Suz); 39. Ezra Lusk (Suz); 40. Dave Shade (Suz).

125 MOTO 2: 1. Kevin Windham (Yam); 2. John Dowd (Yam); 3. Steve Lamson (Hon); 4. Damon Huffman (Kaw); 5. Mike Craig (Hon); 6. Robbie Reynard (Hon); 7. Buddy Antunez (Kaw); 8. Mike Brown (Hon); 9. Mike Brandes (Suz); 10. David Pingree (Kaw); 11. Nathan Ramsey (Suz); 12. Scott Carter (Hon); 13. Pedro Gonzalez (Hon); 14. Scott Sheak (Suz); 15. Brian Deegan (Hon); 16. Jason McCormick (Hon); 17. Ezra Lusk (Suz); 18. Casey Johnson (Kaw); 19. James Dobb (Suz); 20. Chad Pederson (Kaw); 21. Barry Carsten (Suz); 22. Ken Ashkenazi (Hon); 23. Paul Currie (Kaw); 24. David Kratz (Suz); 25. Shaun Perolio (Kaw); 26. Davey Yezek (Suz); 27. Tony Lorusso (Hon); 28. Gerardo Gandara (Suz); 29. Tom Clowers (Suz); 30. Tom Welch (Yam); 31. James McIlvaine (Hon); 32. Chad Sanner (Kaw); 33. Keith Troccoli (Suz); 34. Patrick Waitt (Yam); 35. Bill Silvarole (Kaw); 36. Dave Shade (Suz); 37. Ronald Faisst (Suz); 38. Todd DeHoop (Suz); 39. Shane O'Connor (Hon); 40. Anthony Pocorobba (Suz).

125 O/A: 1. Kevin Windham (Yam); 2. Steve Lamson (Hon); 3. John Dowd (Yam); 4. Damon Huffman (Kaw); 5. Mike Craig (Hon); 6. Robbie Reynard (Hon); 7. Buddy Antunez (Kaw); 8. Mike Brown (Hon); 9. Pedro Gonzalez (Hon); 10. David Pingree (Kaw); 11. Brian Deegan (Hon); 12. Mike Brandes (Suz); 13. Nathan Ramsey (Suz); 14. Chad Pederson (Kaw); 15. Todd DeHoop (Suz); 16. Scott Carter (Hon); 17. James Dobb (Suz); 18. Scott Sheak (Suz); 19. Tony Lorusso (Hon); 20. Jason McCormick (Hon); 21. Kim Ashkenazi (Hon); 22. Ezra Lusk (Suz); 23. Barry Carsten (Suz); 24. Casey Johnson (Kaw); 25. David Kratz (Suz); 26. Paul Currie (Kaw).

125 AMA NATIONAL CHAMPIONSHIP MX SERIES POINT STANDINGS (After 12 of 13 rounds): 1. Steve Lamson (540/9 wins); 2. (TIE) John Dowd/Kevin Windham (1 win) (405); 4. Mike Craig (283); 5. Buddy Antunez (274); 6. Tim Ferry (271); 7. Ezra Lusk (271); 8. James Dobb (243); 9. Robbie Reynard (236); 10. Mike Brown (218); 11. Chad Pederson (215); 12. Brian Deegan (208); 13. Mickael Pichon (198); 14. Damon Huffman (179); 15. Scott Sheak (155); 16. Kim Ashkenazi (139); 17. Casey Johnson (130); 18. Mike Brandes (107); 19. Pedro Gonzalez (89); 20. Barry Carsten (87).

250 MOTO 1: 1. Jeremy McGrath (Hon); 2. Jeff Emig (Kaw); 3. Mike LaRocco (Suz); 4. Greg Albertyn (Suz); 5. Larry Ward (Hon); 6. Ryan Hughes (Kaw); 7. Doug Henry (Yam); 8. Jimmy Button (Yam); 9. Cliff Palmer (Suz); 10. Brian Swink (Hon); 11. Rich Taylor (Hon); 12. Kyle Lewis (Yam); 13. Ryan Huffman (Hon); 14. Mike Katin (Hon); 15. Doug Dubach (Yam); 16. Mike Metzger (Suz); 17. Jeff Yentzer (Kaw); 18. Cory Keeney (Yam); 19. Ty Wallace (KTM); 20. Phil Lawrence (Kaw); 21. Tony Amaradio (Hon); 22. Carlo Coen (Yam); 23. Eric Reilly (Suz); 24. James Povolny (Suz); 25. Matthew Crown (Yam); 26. Jim Chester (Suz); 27. Jose Demuth (Yam); 28. Doug Stone (Kaw); 29. Jason Frenette (Kaw); 30. Austin Squires (Suz); 31. Peter Jastremski (Hon); 32. Scott Gridio (Kaw); 33. Doug Dehaan (Suz); 34. Damon Bradshaw (Yam); 35. Ty Birdwell (Hon); 36. Joel Dengler (Suz); 37. Dave Castillo (Kaw); 38. Jason Boron (Kaw); 39. Billy Schlag (Kaw); 40. Andy Fleck (Yam).

250 MOTO 2: 1. Jeremy McGrath (Hon); 2. Jeff Emig (Kaw); 3. Greg Albertyn (Suz); 4. Larry Ward (Hon); 5. Kyle Lewis (Yam); 6. Damon Bradshaw (Yam); 7. Ryan Hughes (Kaw); 8. Mike LaRocco (Suz); 9. Doug Henry (Yam); 10. Cliff Palmer (Suz); 11. Doug Dubach (Yam); 12. Phil Lawrence (Kaw); 13. Jimmy Button (Yam); 14. Ryan Huffman (Hon); 15. Tony Amaradio (Hon); 16. Rich Taylor (Hon); 17. Eric Reilly (Suz); 18. Mike Katin (Hon); 19. Mike Metzger (Suz); 20. Carlo Coen (Yam); 21. Matthew Crown (Yam); 22. James Povolny (Suz); 23. Austin Squires (Suz); 24. Doug Dehaan (Suz); 25. Billy Schlag (Kaw); 26. Josh Demuth (Yam); 27. Ty Birdwell (Hon); 28. Peter Jastremski (Hon); 29. Scott Gridio (Kaw); 30. Joel Dengler (Suz); 31. Cory Keeney (Yam) 32. Jeff Yentzer (Kaw); 33. Doug Stone (Kaw) 34. Dave Castillo (Kaw); 35. Ty Wallace (KTM); 36. Andy Fleck (Yam); 37. Jim Chester (Suz); 38. Jason Frenette (Kaw); 39. Brian Swink (Hon); 40. Jason Boron (Kaw).

250 O/A: 1. Jeremy McGrath (Hon); 2. Jeff Emig (Kaw); 3. Greg Albertyn (Suz); 4. Larry Ward (Hon); 5. Mike LaRocco (Suz); 6. Ryan Hughes (Kaw); 7. Doug Henry (Yam); 8. Kyle Lewis (Yam); 9. Cliff Palmer (Suz); 10. Jimmy Button (Yam); 11. Doug Dubach (Yam); 12. Damon Bradshaw (Yam); 13. Ryan Huffman (Hon); 14. Rich Taylor (Hon); 15. Brian Swink (Hon); 16. Phil Lawrence (Kaw); 17. Mike Katin (Hon); 18. Mike Metzger (Suz); 19. Tony Amaradio (Hon); 20. Eric Reilly (Suz); 21. Jeff Yentzer (Kaw); 22. Cory Keeney (Yam); 23. Ty Wallace (KTM); 24. Carlo Coen (Yam).

250 AMA NATIONAL CHAMPIONSHIP MX SERIES POINT STANDINGS (After 12 of 13 rounds): 1. Jeff Emig (516/3 wins); 2. Jeremy McGrath (514/7 wins); 3. Mike LaRocco (394/1 win); 4. Greg Albertyn (371/1 win); 5. Larry Ward (319); 6. Kyle Lewis (294); 7. Brian Swink (287); 8. Ryan Hughes (279); 9. Damon Bradshaw (270); 10. Jimmy Button (261); 11. Phil Lawrence (256); 12. Doug Henry (234); 13. Cliff Palmer (203); 14. Rich Taylor (136); 15. Kevin Crine (81); 16. Ty Wallace (69); 17. Tony Amaradio (67); 18. Jean-Sebastien Roy (64); 19. Doug Dubach (53); 20. Shaun Kalos (51).

Upcoming Rounds:
Final Round: Delmont, PA, September 1

(Above) Team Honda's Steve Lamson gave it his all at Binghamton after locking up his second consecutive AMA 125cc National MX Championship last week at Washougal, but had to settle for second with a 2-3. (Right) The second 250cc moto was a great race. Kyle Lewis (11) and Damon Bradshaw (28) had one of the many battles in the race. Lewis finished eighth with a 12-5 and Bradshaw got 12th with a 34-6. Neither riders had good first motos.

Briefly...

Team Great Western Bank/Xtreme/CTi2's **Buddy Antunez** and Team Noleen's **Kyle Lewis** were the recipients of the **Skoal Privateer Challenge Award** for finishing as the top privateers in their respective classes. Antunez won the award in the 125cc class after finishing seventh overall with a 6-7, and Lewis won the award after finishing eighth overall in the 250cc class with a 12-5. Both riders received a check for $500 and are eligible for the $5000 year-end check awarded to the top privateer in each class. Both riders lead their respective classes for the year-end check. Antunez is in seventh in the 125cc class with 274, and his nearest rival privateer is Team Chaparral's **Brian Deegan** who is in 12th with 208. Lewis is in sixth place in the 250cc class with 294, and his nearest rival privateer is PJ1/Xtreme/Burnsville Yamaha's Jimmy Button who is in 10th with 261.

Silly season is still raging along at full tilt in the American and World motocross communities. Here's some of the pit buzz. **Ryan Hughes** and **Damon Huffman** already have signed to ride the same classes as they did this year for Team Kawasaki. Rumor has it that **Jeff Emig** probably would have signed earlier in the season had Kawasaki offered, but now he's holding out to see how the season turns out. He'll get no worse than second and what if he wins the National Championship? **Jimmy Button** has signed a letter of intent to ride the 250cc SX and MX series for Team Chaparral for the 1997 season. That puts Button and **Phil Lawrence** on the 250s for Chaparral and the 125cc pilots are still undecided. **Mickael Pichon** is reportedly inked to ride 250cc SX and MX series for Team Suzuki. Suzuki is rumored to be keeping **Albertyn** and **LaRocco**, but **Craig Decker's**, **Tim Ferry's** and **Ezra Lusk's** futures are unknown. It looks like Suzuki Team Manager **Roger DeCoster** still needs 125cc pilots. **Stephan Roncoda**, a French Supercross rider, has signed to ride for Honda of Troy in the 125cc East SX and MX series. **Larry Ward** and **Mike Kiedrowski** will ride the 250cc SX and MX series, **Mike Craig** will ride the 250cc SX and 125cc MX series, and **Casey Lytle** will ride the 125cc East SX and MX series. **Jeff Willoh**, **Mike Brown** and **Brian Swink** all have been released from Honda of Troy. Team Noleen rider **Kyle Lewis** reported that he has signed a contract with Suzuki of Japan's factory team to ride the 250cc Nationals over there for 1997. Looks like they want someone to beat Kawasaki of Japan's **Jeff Matiasevich**. "I can't afford not to go," said Lewis. "The money is too good. I went out and rode some Suzukis and felt really good on them. I'll be getting a bike next week."

Moto-TransPro out of Santa Cruz, California, has had a transportation and limited support service for privateers up and running since the Hangtown National. The service costs $250 per event and includes bike transportation, the use of the equipment on the truck, personal storage area for gear and five gallons of race fuel. "The service is becoming more and more popular and it gives the privateers, the backbone of this sport, an opportunity to train, ride, and be with their families more than if they were on the road eating fast food, buying gas and sleeping in hotels," says owner Scott Keller. Keller provided the service to Binghamton for Rich Taylor, Tony Lorusso, Paul Currie and Shaun Perolio among others. Keller plans on providing the service for the entire AMA SX and MX series in 1997. For more information, call 408/462-5786.

Have you suddenly noticed the good starts **Kyle Lewis**, **Rich Taylor** and **Cliff Palmer** have been getting the last several Nationals? It seems that all of them are running modified Mikuni carburetors from **Boswell Energy Systems**, that are supposed to be incredible. The design is extremely complicated and, basically, feeds the engine vaporized fuel. Some say it rivals the Power-jet carburetor that Honda has designed. It must be at least turning some heads as rumor has it that Team Suzuki and other factory teams have begun testing it. Team Honda of Troy had one up in their semi for future testing. John Palmer, Cliff Palmer's dad and mechanic, and Andy Calver, Taylor's mechanic, claim that the carburetors are simply awesome. They say you've almost got to forget what you know about standard carburetors - it's almost the opposite on jetting and setting it up, but easier to dial in from track to track once you've got it down. Boswell first started making these carburetors for snowmobiles and then personal watercraft before getting into motorcycles.

Almost **980 racers** turned out to ride the **amateur program** held at the Broome-Tioga Sports Center on the Friday and Saturday before the National. Rain canceled some of the racing on Friday, but riders were treated to near-perfect track conditions on Saturday.

Jeremy McGrath's mechanic **Skip Norfolk** was absent from the Team Honda/1-800-Collect/Fox pit area after his wife, Christy, had an eight-pound baby boy the week between Washougal and Binghamton. **Cliff White** handled the wrenching duties for McGrath. "Yeah, he doesn't have any championships under his belt or anything," quipped Team Manager **Wess McCoy**. "I believe he's got something like 11 championships." Norfolk will be back for the final round at Steel City.

Larry Ward's mechanic, Shawn Persinger, reported that he has built a Team Honda of Troy CR250 for **Mike Kiedrowski** to begin practicing on in preparation for the upcoming 1997 SX and MX seasons. Rumor has it that Kiedrowski will be released from his consulting duties at Team Kawasaki early (before Steel City) so he can begin training. Kiedrowski's old mechanic, Shane Nally, will be his tuner for next year.

F&S Suzuki rider **Cliff Palmer** and his wife Jayni recently purchased 80 acres of property in Edmond, Oklahoma, which is a suburb of Oklahoma City. "I'm going to put a mobile home on the property at first," Palmer said, "so I can build a track or two as soon as possible with the heavy equipment I just bought. I can't wait to start practicing right out of my back door. I'll build a house later on."

According to Kevin Windham's mechanic, **Alley Semar**, the AMA has done full tear-downs on Windham's motor, including splitting the cases after his rider's wins at the Houston SX, the Mount Morris National and his latest win at Binghamton. He doesn't believe anyone else has been torn down to the cases, including Lamson, but he believes it has to do with the five-speed gear boxes with altered internal gearing Yamaha runs in its factory 125s. The rule book says there has to be a six-speed transmission in the 125cc class, and Yamaha somehow gets around the rule by blocking sixth gear off. "They can tear this thing down, every weekend," said Semar. "As long as we keep getting torn down that means were winning. I don't mind that at all."

2 Years

If you were at the Washougal, Washington round of the AMA 125cc National Motocross series, you probably got used to seeing Steve Lamson pull away from the pack. Lamson pounded home the message and clinched his second consecutive championship by riding his Honda CR®125R to a win in both motos. It was the perfect finish to an amazing

2 Champion

seven-round winning streak. And to make his victory complete, he secured his title with two rounds remaining. Lamson's total domination of the series brought Honda the championship for the fourth year in a row. An impressive record for an impressive pair: Steve Lamson and the Honda CR125R.

2

Steve Lamson

ALWAYS WEAR A HELMET, EYE PROTECTION AND PROTECTIVE CLOTHING, AND PLEASE RESPECT THE ENVIRONMENT.
Obey the law, and read your owner's manual thoroughly. CR is a registered Honda trademark.
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Round 9: Sugo, Japan

Locals rule

By Johan Vandekerckhove
Photos by Gold & Goose

SUGO, JAPAN, AUG. 25

While the Japanese riders were generally expected to put on a good show in front of their home crowd at the Japanese round of World Superbike Championship, no one expected the local show was going to be this good.

For the first time ever, a Japanese rider stood atop the victory podium at a World Superbike race. That rider was Yuuichi Takeda and he was accompanied by countrymen Noriyuki Haga and Wataru Yoshikawa on the race one podium.

Race two brought a bit of a return to normalcy, but only behind second Japanese winner Takuma Aoki. Chalking a few strokes up for the series regulars were Ducati Corse's John Kocinski, second place after a race-one fifth, and Aaron Slight, who finished third in race two and sixth behind Kocinski in the first heat.

Notably absent from the podium at Sugo was Promotor Ducati's Troy Corser, desperate to make up points on series leader Slight. Unfortunately, Corser lost points here, six to be exact, after suffering once again from his seemingly endless stream of bad luck.

The Australian looked set to win the first race after taking the holeshot and motoring out to a comfortable margin, but then things went wrong. Shifting trouble and a spent rear tire relegated Corser to fourth, as the three charging Japanese sped past him to fill the podium.

A heavily vibrating engine that was producing minimal power left Corser ninth in race two and 13 points behind championship leader Slight, 283-270. Kocinski's relatively consistent showing has him a few points closer to Corser with 254. Though Carl Fogarty is still running fourth in the points (238), his eighth and fourth did little to stoke his championship hopes.

(Above) Troy Corser (2) gets the jump on the field from his inside starting position in the first of two World Superbike legs at Sugo. (Right) John Kocinski (11) fared the best of the series regulars with his 5-2 finishes on the day; here he's trailed by Corser in the second race.

RACE ONE

Corser knew what he had to do. The Australian took the holeshot and looked set to open up a big gap right away. After two laps, he was leading Wataru Yoshikawa, Noriyuki Haga, Kocinski and the rest of the pack.

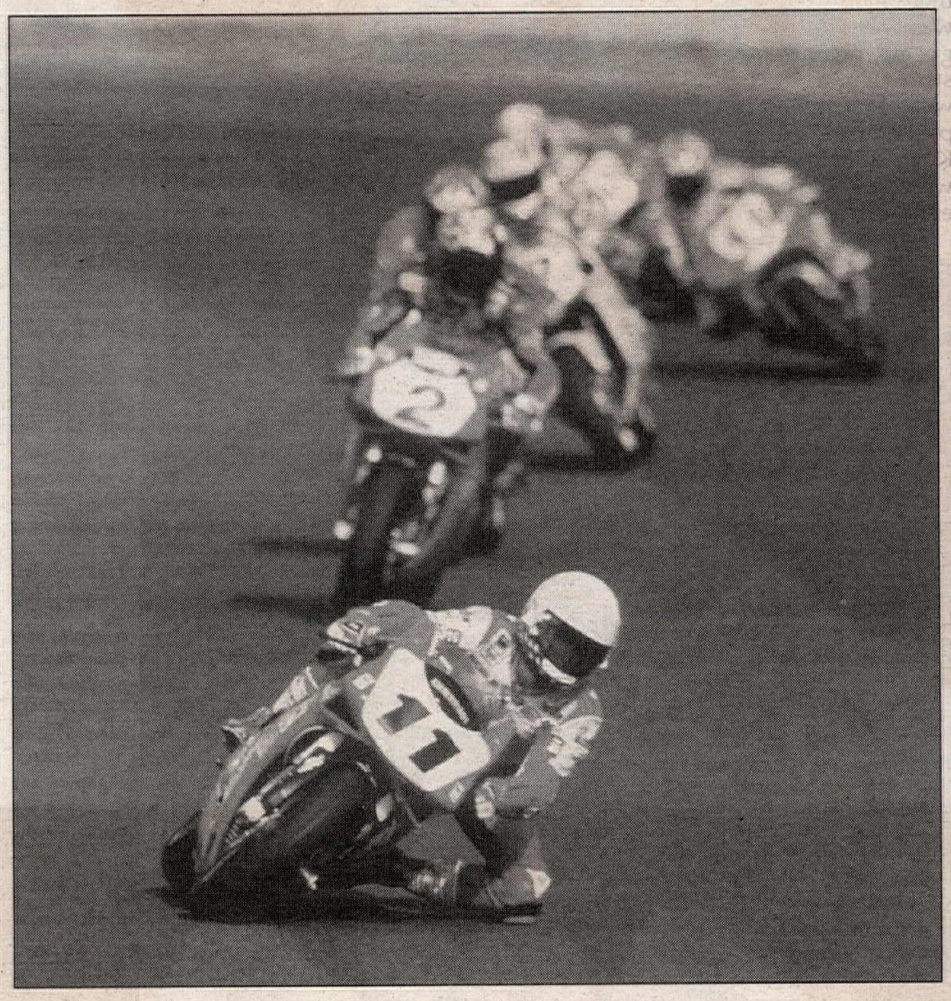
By that time, two Italians already had left the battlefield. Paolo Casoli crashed out of the race and Pier-Francesco Chili decided not to tempt fate any longer, feeling too much pain in his left knee ligaments after his fiery crash in qualifying the day before.

After 10 laps, Corser had a comfortable lead in hand, his race evidently moving according to plan. Running some distance behind him was a group of three very aggressively riding Japanese: Takeda, Haga and Yoshikawa. A bit further down the field was a very lonely Kocinski, an equally lonely Akira Yanagawa and a group consisting of, among others, Norihiko Fujiwara, Aoki and Slight.

Just when everyone expected Corser to settle to cruising speed after half-distance, Honda rider Takeda started to speed up and left his two countrymen fighting it out for third place.

It was only when Takeda got on Corser's tail with some five laps to go that the 21,500 spectators realized that something was seriously wrong with the leading Promotor Ducati.

It became very clearly evident this was so when, in the closing stages of the race, Corser first had to let Takeda past, and then also Haga. A daring maneuver by Yoshikawa in the tight chicane before the start/finish line topped it off for the Australian: he crossed the line in fourth position behind Takeda, Haga and Yoshikawa.



"I had a lot of problems choosing third gear coming out of the chicane," Corser said. "And the rear tire had gone off after half-distance. I had a couple of big slides, after which I decided not to cook it. I settled into a constant pace and tried not to spin the rear tire too much. I knew that I would not stand a chance against Takeda's Honda in these circumstances. That bike was very fast on top speed and the rider knew the way through that infamous chicane. Too bad that I missed the podium after my confrontation with Yoshikawa. He cut me off in the chicane. I had to grab the brake and went into the grass."

Takeda was of course overjoyed with this first Japanese victory in World Superbike racing, as well as leading the charge that also made it the first time a rostrum had been filled by three Japanese riders.

"I am particularly happy to have beaten my countrymen," Takeda said. "Most of the race, I just followed the leaders. I did not think that I was going to win until the very end of the race."

Kocinski finished fifth behind Corser and said he might have done better if he had chosen a better tire.

Slight was sixth after having shaken off Fujiwara. "My start was good," Slight said, "until the first corner. I got back from the first lap in fifth position. The first few laps were crazy. The leaders got away from me because I was being carved up on every corner. For the second race, we'll switch to a softer-compound rear tire and I will also be changing the brakes; they were a bit too harsh in the first race."

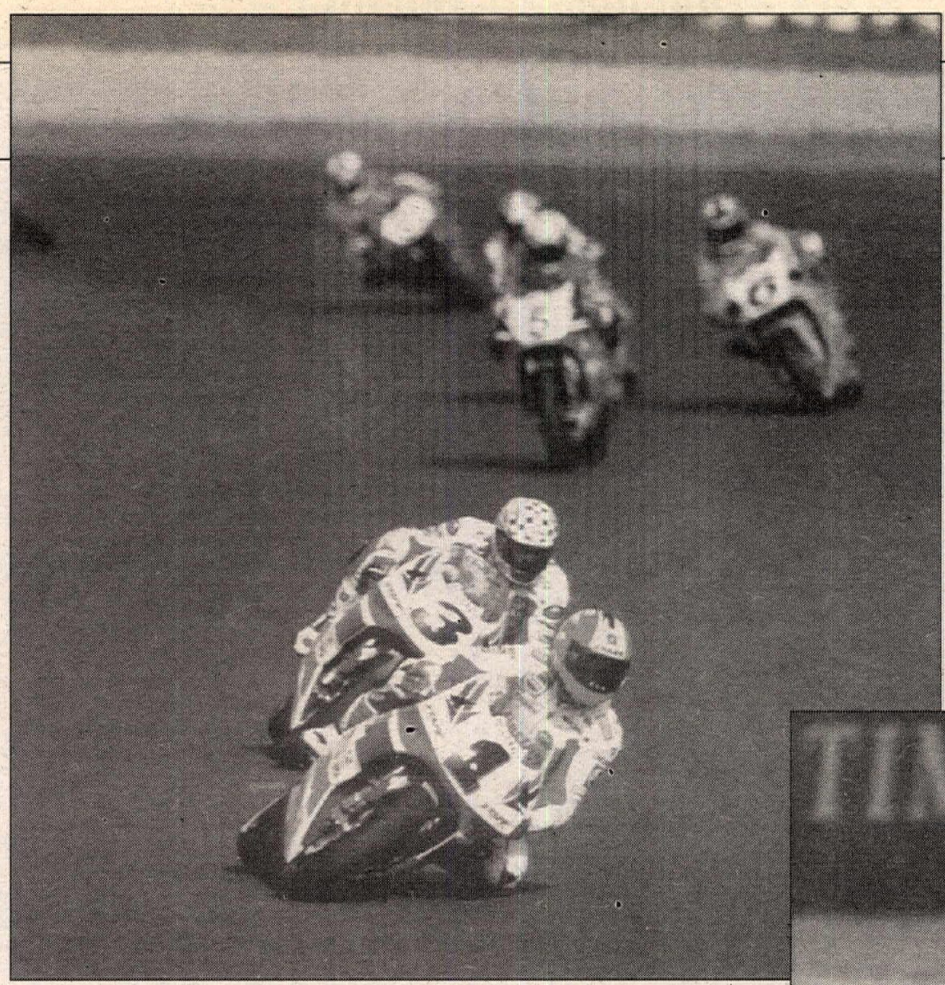
Slight's teammate Fogarty finished eighth despite having much pain in his ribs, the result of a crash in the final qualifying session Saturday.

Texan Mike Hale was 20th. "I had a really bad start," Hale said. "Then I had a problem getting around a few people. After that, I put my head down and really started going. My lap times should have put me between 10th and 15th place. I was not too happy about the rear tire - we will have to change that for the second race."

RACE TWO

Corser had to start the second race with his old engine after the new engine proved to have gearbox problems. It did not prevent him from taking the lead once again as soon as the lights turned green.

Unfortunately, his lead would be even more short-lived than in the first race. It was only the second lap when Kocinski got past the Australian, with Corser struggling more and more as the race went on. On the fifth lap, Fujiwara shot past Corser, bringing Takeda, Keiichi Kitagawa and the rest of the pack in his wake. It would be the beginning of another race in the wrong direction for Corser.



At the halfway mark, Kocinski was leading, but was under heavy fire from Aoki. Takeda looked secure in third, with Norihiko Fujiwara and Haga battling it out for fourth. A group consisting of Slight, Akira Ryo, Fogarty and Yoshikawa had, at that time, gobbled up Corser as well.

On lap 13, Aoki shot past Kocinski on the long straight. Another three laps later and Takeda pulled the same trick on the American Ducati rider, proving that *some* factory Hondas can beat a Ducati accelerating out of the slow chicane and up the steep climb toward the finish line in Sugo.

After that maneuver, a leading group of three was formed by the two Honda riders and Kocinski, while at the same time an impressive battle began for fourth position with no fewer than seven riders who had set their sights on the 13 points accompanying that position.

Slight and Haga were doing most of the leading work in this group, but positions changed at almost every corner, with Fogarty, Fujiwara, Ryo, Shinya Takeishi and Yoshikawa each doing his best to hold on. Corser already was a long way back, simply hoping to get his Ducati across the line to salvage what points he could.

Six laps before the end, the leader of the group battling for fourth was promoted a spot as second-place Takeda crashed while chasing Aoki. For a few laps, it looked as though Kocinski might be preparing a final attack on Aoki, but in the two last laps, the American lost contact with the Japanese in the decisive storm up the hill after the chicane.

Twenty-two-year-old Aoki finally took the checkered flag in front of Kocinski and Haga, who had gotten the best of Slight in the last miles. Or at least so it seemed. Later on, Haga was disqualified for illegal modifications to his carburetors. There also was a protest against the second place of Kocinski, but that was not accepted.

"We had experimented with the setup of the bike this morning," explained winner Aoki. "But I did not feel comfortable on the bike with that. So in between the two races we changed the setup back to what we use in the Open Japan Championship, and that did the trick."

Kocinski was happy to finish second. "Michelin gave me a better tire," he said at the post-race press conference. "These guys ride very well, but I think their Hondas are not the same as the ones we fight in Europe. I would also like to race against them in Laguna Seca, and see then how close they stay with me. Those Hondas have so much drive off the corner. I could never gain on them, but I kept the pressure on. I have raced in Japan before, so I know that they might make a mistake. And, at the end of the race I noticed that Aoki was running wide in a few corners; he definitely had

(Above) Carl Fogarty (1) leads his teammate Aaron Slight (3) in the first race. Slight finished 6-3 with Fogarty going 8-4 on the day. (Right) Takumi Aoki celebrates his second leg victory.

Corser on pole

The first day of qualifying was relatively normal with the expected distribution of the top spots to World Superbike series regulars. Apart from the 21-year-old Kawasaki factory rider Akira Yanagawa, the top six were all familiar names, with Troy Corser on top of the list.

The day after, however, the Japanese had recovered from their national defeat and struck back - hard. As is so often the case, the final grid positions were only distributed in the last half-hour. Corser was still leading the chart at that point, thanks to the lap time he had made the day before in better weather conditions.

Twenty minutes before the end, Wataru Yoshikawa made the first big splash, conquering pole position with 1:30.974. Yasutomo Nagai's heir would, however, not stay long in that position. Just five minutes later, Corser lapped in 1:30.893, immediately followed by his final best score (and pole position time) of 1:30.567. Nobody would do better than that.

"I had just been testing racing tires this afternoon," the Australian said. "I didn't think the times would go down today as the track temperatures were lower than yesterday. After Yoshikawa went faster, I got out on softer tires and hoped for a clear lap. Fortunately, most of the riders moved out of the way when I came storming past. So I owe this result partially to them."

Corser didn't use his new engine in his bid for pole position, as he wished to save it for the race. All the other positions on the front row were taken by Japanese riders. The fastest of them had been Yoshikawa.

"I am really relieved," the Yamaha factory rider said. "This is my home round, so I really wanted to go well. At last I have a good chance to stay with the top six, which is where I have wanted to be all season. We also have found a good race setup. I must now make sure that I have a good start tomorrow."

His teammate, Colin Edwards II, was not so lucky, however. He crashed at the entry to the first chicane, breaking his left collarbone in the process.

"I was three-quarters of the way through the corner when I high-sided," Edwards said. "When I came off, it was a feeling of deja vu - I thought, 'I have done this before.' The doctor says it will be 20 days before I am back, but seeing as I've broken it previously, I reckon four weeks."

Corser and Yoshikawa were joined on the front row by Honda-mounted Yuuichi Takeda and Yamaha rider Norihiko Fujiwara.

Next up was John Kocinski, not too happy with his final time that saw him leading the second row.

"I could have gone at least one second faster," Kocinski said after the black and white flag had gone out to close the session. "I made my best time on my last lap, and then I saw the fire on the track. I went straight through the flames, but got held up immediately afterward, when some riders had slowed down and stopped to help put the fire out. I'm happy about the setup now. I'll even use the tires I had on during that last flier. The only thing we will have to do before the race tomorrow is put fuel in the tank. It is a shame, though, that I will have to start from the second row; especially as I know that I could have gone faster."

The fire Kocinski referred to was the burning Ducati of Pier-Francesco Chili, who managed to crash twice in that final session without getting hurt. The Italian finally qualified in 10th position, being only the fourth series regular on the starting grid. He was preceded not only by Corser and Kocinski, but also by Crafar in eighth position.

"It took me a while to put some decent times down," the Kiwi said, "But things are looking good now. This was my first time on Sugo on this bike. Fortunately, we got a good feedback from the Japanese on a basic setup. We finally came up with two different settings, which resulted more or less in the same lap times. I am very happy, especially because my best lap times on race tires are very close to what I did on a softer tire."

Crafar had only one scary moment, when Rob Phillis high-sided in front of him, breaking a bone in his right hand when he came down. Phillis should be racing again at Assen.

Aaron Slight qualified 13th, just in front of teammate Carl Fogarty, who also had crashed during that last qualifying session. Slight's 13th place (the last one within the same second as pole-sitter Corser) came after the gritty New Zealander battled to get a clear run at a good lap time. His best qualifying time was the one he recorded in Friday's session.

"I can't seem to put that one mad lap together," Slight said. "I tried and tried, but could not get a lap without running into slower traffic. Moreover, it is still hard to turn the bike in, and I am not willing to stick my neck out to get that fast lap time on the clocks. Anyway, times are very close here."

Fogarty struggled with the same handling problems, and cooled down a lot after he had crashed his bike in the Saturday afternoon session. The World Champion bruised his ribs, which made him struggle to breathe toward the end of the session.

Round 9: Sugo, Japan

some problems with the front tire. But he made it until the end."

After Haga's exclusion, Slight took over third place, but thought he might have done so also on the track. "I thought there was one more lap to go," Slight said. "When Takeda went down, I was a bit confused by the pit board my team showed, when in the first corner the marshals started waving the yellow flags. I had not seen the checkered flag and was still charging. I was going to take my chances and try to pass him before the corner and before the yellow flag. Only then I noticed that the race was really over."

Slight was not surprised about this excellent performance after having conquered a disappointing starting position during qualifying days. "I expected a good result here," Slight said. "Because all the qualifying times were so close. But I did not expect to be so well-placed in the point standings."

Part of the reason for that was, of course, Corser's bad luck. "From the second lap, the bike did not accelerate anymore," the luckless Corser said. "The engine also vibrated terribly. I held my hand off the clutch as I expected the thing to lock up again. I guess that one person passed me in a corner this afternoon. All the other ones got past on the straights." Corser finished 10th in the race, ninth after Haga's disqualification.

Simon Crafar finished in 11th. "I rode as fast as I could," Crafar said. "But we have not found the right setup for the bike all weekend, and that is very important on a tricky track like this. But the changes made to the engine now allow me to stay in the draft of most of the leading guys, so I hope to get some more good results in the final races of the season."

Hale had another disappointing outing, ending his race in 22nd. "A tough weekend," Hale said. "I didn't even have a good start. Casoli came off just in front of me, which made me lose more time. On top of that, the rear tire proved to be better for the first laps, but then it went off. It's just one of those weekends." CN

Sugo
Sugo, Japan
Results: August 26, 1996 (Round 9 of 12)

QUALIFYING: 1. Troy Corser (1:30.567); 2. Wataru Yoshikawa (1:30.974); 3. Yuuichi Takeda (1:31.006); 4. Norihiko Fujiwara (1:31.064); 5. John Kocinski (1:31.101); 6. Keiichi Kitagawa (1:31.266); 7. Akira Yanagawa (1:31.378); 8. Simon Crafar (1:31.406); 9. Norijuki Haga (1:31.482); 10. Pier-Francesco Chili (1:31.484); 11. Takuma Aoki (1:31.543); 12. Colin Edwards II (1:31.502); 13. Aaron Slight (1:31.543); 14. Carl Fogarty (1:31.595); 15. Akira Ryo (1:31.641); 16. Yukio Nukumi (1:31.687); 17. Shinya Takeishi (1:31.773); 18. John Reynolds (1:31.947); 19. Neil Hodgson (1:31.020); 20. Hitoyasu Izutsu (1:32.022); 21. Makoto Suzuki (1:32.184); 22. Syouichi Tsukamoto (1:32.433); 23. Tamaki Serizawa (1:32.533); 24. Katsuaki Fujiwara (1:32.571); 25. Piergiorgio Bontempi (1:32.759); 26. Kasunori Hasegawa (1:32.892); 27. Kirk McCarthy (1:33.008); 28. Takahiro Sohwa (1:33.025); 29. Mike Hale (1:33.147); 30. Paolo Casoli (1:33.525); 31. Rob Phillis (1:33.885); 32. Michael Paquay (1:33.890); 33. Hideo Senmyo (1:34.628); 34. Igor Jerman (1:35.148); 35. John Boustas (1:36.770).

RACE ONE: 1. Yuuichi Takeda (Hon); 2. Noriyuki Haga (Yam); 3. Wataru Yoshikawa (Yam); 4. Troy Corser (Duc); 5. John Kocinski (Duc); 6. Aaron Slight (Hon); 7. Norihiko Fujiwara (Yam); 8. Carl Fogarty (Hon); 9. Akira Ryo (Kaw); 10. Shinya Takeishi (Kaw); 11. Takuma Aoki (Hon); 12. Keiichi Kitagawa (Suz); 16. Katsuaki Fujiwara (Suz); 17. Kirk McCarthy (Suz); 18. Makoto Suzuki (Duc); 19. Takahiro Sohwa (Hon); 20. Mike Hale (Duc); (Kaw); 21. Katsunori Hasegawa (Yam); 22. Piergiorgio Bontempi (Kaw); 23. Hideo Senmyo (Hon); 24. Igor Jerman (Kaw); 25. Akira Yanagawa (Kaw); 26. Michael Paquay (Duc); 27. Syouichi Tsukamoto (Kaw).
Time: 38 min., 30.054 sec
Distance: 25 laps, 58.05 miles
Average Speed: 90.280 mph.
Margin of Victory: 0.086 sec.
Fastest Lap: Norijuki Haga, 1:31.432 sec/91.239 mph.

RACE TWO: 1. Takuma Aoki (Hon); 2. John Kocinski (Duc); 3. Aaron Slight (Hon); 4. Carl Fogarty (Hon), 5. Norihiko Fujiwara (Hon); Akira Ryo (Kaw); 7. Shina Takeishi (Kaw); 8. Wataru Yoshikawa (Yam); 9. Troy Corser (Duc); 10. Keiichi Kitagawa (Suz); 16. Katsuaki Fujiwara (Suz); 17. Makoto Suzuki (Duc); 18. Kirk McCarthy (Suz); 19. Hitoyasu Izutsu (Duc), 20. Piergiorgio Bontempi (Kaw); 221. Syouichi Tsukamoto (Kaw); 22. Mike Hale (Duc); 23. Hideo Senmyo (Hon); 24. Igor Jerman (Kaw); 25. Huuichi Takeda (Hon).
Time: 38 min., 18.759 sec.

(Below) Pier-Francesco Chili crashed during qualifying on Saturday with his Ducati bursting into flames. (Right - from left to right) Kocinski, Aoki and Norijuki Haga on the rostrum after the second race; Haga was later disqualified, pushing Aaron Slight up to third.

Race Distance: 25 laps, 58.05 miles
Average Speed: 90.724 mph.
Margin of Victory: 0.554 sec.
Fastest Lap: Takuma Aoki, 1:31.044 sec./91.627 mph.
WORLD SUPERBIKE C'SHIP POINT STANDINGS (After 9 of 12 rounds): 1. Aaron Slight (283/1 win); 2. Troy Corser (270/5); 3. John Kocinski (254/5); 4. Carl Fogarty (238/2); 5. Colin Edwards II (176); 6. Pierfrancesco Chili (175/1); 7. Simon Crafar (133); 8. Anthony Gobert (117/1); 9. Wataru Yoshikawa (108); 10. Neil Hodgson (83); 11. Mike Hale (79); 12. John Reynolds (69); 13. Kirk McCarthy (64); 14. Paolo Casoli (63); 15. Piergiorgio Bontempi (52).

Upcoming Rounds:
Round 10 - Assen, Netherlands, September 8
Round 11 - Albacete, Spain, October 6

Briefly...

As is tradition, the **silly season** got under way at Sugo, where team managers and big factory honchos met to lay out the plans for next year. Even more so than in recent seasons, this year's riders' market might go through a very rough period, with top riders changing makes and even which series they ride in. One of the leading men sure to move on to Grands Prix is **Troy Corser**. Promotor team manager Alfred Inzinger had announced earlier that the contract with Yamaha would be signed in the week preceding the Sugo race. At the Japanese track, however, the only thing Inzinger wanted to say about his future collaboration with Yamaha in the 500c Grand Prix class was, "No comment." Only after Toshimitsu Iio, general manager of the First Engineering Division of Motorcycle Operations with Yamaha, said the contract was not yet signed but that it was just a matter of time. Did more details leak out about what the last obstacles separating Corser from his Grand Prix debut are? Apparently, Yamaha is awaiting a decision from Marlboro. "Yamaha is certainly continuing with Marlboro," said Iio, "but the complete picture of Yamaha's racing activities for next year is still not clear."

Of course, this is where **Kenny Roberts** comes in. Whether he stays with Yamaha or builds his own bikes with Marlboro money - or loses the Marlboro backing - will have a big impact on the budget Yamaha will be willing to invest in its road racing activities. The fact that Inzinger met with some leading people within the Philip Morris organization during the weekend of the Austrian Grand Prix has not really made the situation any clearer and has obviously made Roberts very nervous about this development. Alfred Inzinger denies that he is trying to lure Marlboro away from Roberts. "My meeting with Marlboro had nothing to do with my Grand Prix plans," the Austrian businessman said. "But one member of the board of directors of Powerhorse (of which Inzinger is the only owner since the beginning of 1996) is a longtime friend of the general president of the Philip Morris organization, and that is the whole story. We are not pulling any strings to put pressure on Roberts. We will try to find sponsors ourselves for our Grand Prix team, but it is obvious that we will not say no if Marlboro themselves offer some financial help."

As to the **Superbike projects** of the **Promotor** team, nothing much has changed since Laguna Seca (where the team received engines with a more efficient cooling system only after having insisted and pointed out that John Kocinski had that equipment already), but in this context, Inzinger said, "I have met the Castigliones two weeks ago in Varese, and our relationship with them is good again. But now it is up to them to decide whether or not they want to be represented by the Promotor team in the World Superbike Championship in 1997. I expect to get more clarity in this case in the month of September."

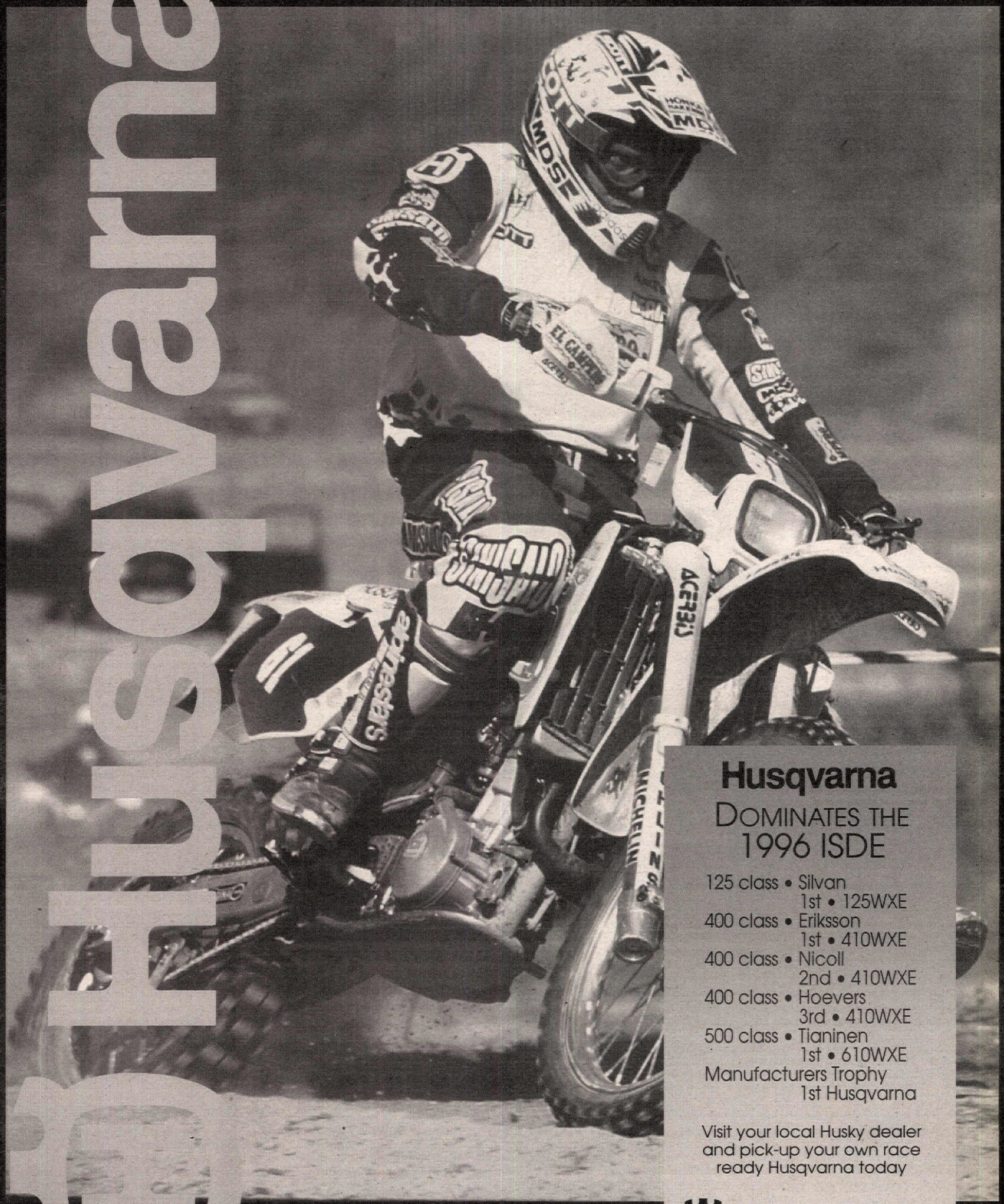
Another rider talking about the Grand Prix is **John Kocinski**. With his chances of staying in the Virginio Ferrari-run official Ducati team very slim, the Little Rock, Arkansas, racer was pretty optimistic about his near racing future for the first time in weeks. Until Sentul, Kocinski had hoped to continue with Ducati in order to "reap the fruits of the development work he had done on the 916 since the beginning of this season." In Sugo, he stated for the first time that he might go back to Grand Prix 500s with an existing team and with bikes able to win the championship. "It is very well possible that I will not be running a Superbike in 1997," was one of the few comments Kocinski would make in Japan. "This is a very recent development, but things are looking quite good. I expect to make an official announcement by the Albacete round." According to Virginio Ferrari, his number-one rider had, before the Sugo round, talked to Castrol Honda and the Promotor team. Both teams only stated that they were not too keen on hiring the American's services. Neil Tuxworth of the Castrol Honda squad stated diplomatically, "It has been a general policy with us not only to have fast riders, but also to work with riders who fit in with the team and who do not disturb the happy working environment we are used to." Alfred Inzinger was more to the point. "I have told Davide Tardozzi (the sporting manager of the team) that John Kocinski need not bother to talk to me." Tuxworth hopes to have at least one contract signed at Assen. "We would like to keep Aaron (Slight) and Carl (Fogarty)," the Honda Castrol team manager said, "but it is now really up to them. I have not determined any deadline, but I would like to get it over with as soon as possible, as there is still a lot of work to do after that before we can start with our winter testing program at the end of January, 1997."

As things look now, Tuxworth's planning is very unlikely to be respected. **Carl Fogarty** will surely want to have serious talks with Ducati and any other candidates, whereas **Aaron Slight** also looks set to play it to the line this time. The New Zealander hopes to get a wage raise (well deserved, according to many) after his excellent run of duty with Honda. Which means that two or more constructors battling it out for his services is a situation that might suit him well.

At Ducati, **Virginio Ferrari** is considering three candidates for a place on his team next year, next to Neil Hodgson, whose contract probably will be renewed. "I have suggested the names of Carl Fogarty, Pier-Francesco Chili and Anthony Gobert," the Italian manager said in Sugo. "Of course, the Castigliones might want to continue working with Kocinski, but in that case, they might have to call on Alfred Inzinger."

Likely to go one step back is the reigning European Supersport champion **Michael Paquay**. After having won two European Supersports titles for Pirelli in 1993 (Honda) and 1995 (Ducati), the Italian tire manufacturer proved to be less than thankful to the 22-year-old Belgian at its World Superbike comback in 1996. Failing to come up with the expected results on the Alstare Corona Extra-Ducati 916 in the first couple of races, Paquay fell out of grace with the Italians. Piressi - one of the main sponsors of the Alstare team - flew young hopeful Shawn Giles over from Australia for the Monza and Brno races, telling him that he would be able to finish the World Superbike season in place of Paquay on the Belgian team. Giles left his team in Australia and went off to Europe, hoping to secure some fine results in this first learning year. Then Alstare team manager Francis Batta said enough, threatening not only to withdraw his first team from the World Superbike scene, but also his second team (with championship leader Fabrizio Pirovano) from the European Supersport title run. This risk was judged too big by Pirelli, who would later lose the Thunderbike Trophy as "its" rider, Yves Briguet, did not finish first in the final point standings. Giles and Paquay ran alongside each other in Monza and Brno, with Paquay scoring some better results than Giles, who was unfamiliar with the tires, the bike and the circuits. The Belgian was secured of participation in the rest of the rounds (except Laguna Seca), whereas Pirelli found an "emergency" solution for Giles on the De Cecco team, for which he has run at Brands Hatch, and he will race at Assen and Albacete. Meanwhile, Francis Batta is burying his dreams of running a successful World Superbike team. "This year will have cost about a million U.S. dollars," Batta said at Sugo, "an investment which proved to be good for the European championship program, but a disaster for the World Superbike series. Nowadays, it is impossible to hope for top eight places if you do not have factory equipment, A-choice tires, a well-organized team and a very fast rider. If the European Supersport series becomes a world championship next year, we will concentrate on that series. Fabrizio Pirovano will almost certainly be our rider if he wins the title this year, and there are several candidates for the second bike. Michael Paquay could be one of them, even though his position with Pirelli is very critical. But then again, we are also talking to other tire suppliers."

As always, several Japanese riders showed up at Sugo with factory bikes they have been using in the national Superbike series since the beginning of the season. Team HRC riders **Yuuichi Takeda** and **Takuma Aoki** had RC45s with the same specifications as the machines Slight and Fogarty had been using up until Sentul. At Yamaha, **Noriyuki Haga** and **Norihuko Fujiwara** (the teammates of Colin Edwards II and Wataru Yoshikawa at Suzuka) were using the same equipment as the Yamaha World Superbike team.



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Round 15: Rodney Farris Memorial Hub City Classic

Joe Kopp (43) strapped a huge holeshot on the field at the start of the Rodney Farris Memorial Hub City Classic at Hagerstown Speedway before going on to a career-best runner-up finish.

It's that kid again

By Scott Rousseau
Photos by Flat Trak Fotos

HAGERSTOWN, MD, AUG. 24

Call him the comeback kid, or the come-from-the-back kid. Call him whatever you want. Total Control Racing's Kevin Atherton is on a roll.

The 25-year-old former Harley-Davidson factory rider has not only stepped up his performances, but he may be hitting his stride at just the right time. That was certainly the case as the young Michigander scored his third win of the season, his second win in a row and doubled his career victory tally all at once before 6200 spectators during the Rodney Farris Memorial Hub City Classic at Hagerstown Speedway.

Atherton appears to have stepped up his maturity level as well. Sure, the flash and flamboyance are still there on the race track, but gone from the repertoire is the youthful overexuberance that has probably cost him more races than he has won. Atherton proved it by once again overcoming a less than perfect start to run down early race leader Joe Kopp just past the halfway point and then run away from the Harley-Davidson of Sacramento rider to land on top of the victory podium for the second straight week. Atherton also ascended to fourth in the series standings with 179 points.

"It should be three in a row," Atherton said. "You can tell I'm still pissed off about Indy, can't you? But me and this place - I suck here. But they finally put some water in it to where you can race on it. They were putting water in it even when it was supposed to rain. They did a great job with it."

Kopp may have had the most reason to be disappointed with Atherton's late-season rejuvenation as it cost the Washingtonian and TT specialist a chance at his first Grand National victory. Kopp put his Kenny Tolbert-tuned Harley-Davidson XR750 in front of the 18-rider field when the green light flashed and looked stronger than he has all season as he kept it there until Atherton caught and passed him on lap 13. But Kopp showed no sign of disappointment as his runner-up finish marked his own career best performance.

"Man, I thought I had this one," Kopp said. "I'm real happy. I got the holeshot, and... how long did I lead it anyway? Next time I think I'd rather *start* second and pass the leader."

Kopp still kept the rest of the heavy hitters - many with whom he is still scrapping it out over crucial championship points - behind him, and TCR's Will Davis was one of them. Off the track the likable 32-year-old North Carolinian is still hobbling around on his broken left leg in a manner reminiscent of former Grand National Champion Dick Mann, and on it he continues to amaze his fans and competitors with a gritty determination that is wholly representative of Mann's style as well.

Davis displayed more of the same at Hagerstown by rebounding from his disappointment at the Du Quoin Mile to regain footing with a third-place finish in the main event after getting off the line second and then losing ground only to his younger teammate as the race progressed. Despite that, Davis regained the valuable ground that he'd lost in the points race after last week, vaulting back past R&R/Team Saddlemen's Rich King to sit second behind reigning champion Scott Parker, eight points down, 200-192. King, who finished eighth in the main event at Hagerstown, is three points behind Davis with 189.

"It sure makes things interesting, don't it?" Davis said. "It almost sorta makes me mad, because if we hadn't had those problems last week, we'd really be smiling right now. But we're only eight back, and we're gonna keep rollin'. I ain't had no worse than a fourth in a race where we didn't crash or break. This is just what we (the team) talked about at the beginning of the season."

F&S Harley-Davidson's Steve Morehead backed up his third-place finish of one week ago with a solid fourth-place run at Hagerstown, but only after wrestling his motorcycle to the finish line after chunking the rear tire just six laps into the main event. The problem kept the 41-year-old Ohio veteran busy, and it also kept him from advancing beyond his third-place start. The "Findlay Flyer" kept his sliding machine from flying off into the bales, but he could not keep the charging Atherton at bay.

"Check out that rear tire," Morehead said. "It is blistered all to heck. I've been running a WM5 rim at all these half-mile races, and I wanted to run a wide edge. I had (Geo) Roeder run it in for me during the heat race, because I didn't have any scuffs. Check the lugs. It's burned up. But we're tickled to death with fourth. We had to try some kind of a trick - we were only an eighth or ninth-place motorcycle going into the main event."

Morehead held off a rather surprise fifth-place finisher in Frontier Harley-Davidson/H-D Central's Dale Jenneman. The 34-year-old Nebraskan, who has shown flashes of brilliance of late, finally put together a great start from his position on the front row, losing his only spot in the order to Atherton. The journeyman privateer was strong from green light to checkered flag and earned his best career Grand National finish.

"We finally got there," Jenneman said. "We've been working hard. I wanted Steve so bad I could taste it, though. We actually picked up some good help last year from Davey Durelle, of Durelle Racing Products, working with our chassis. We've had to learn what adjustments to make. We're not real chassis-smart. Skip Eaken has helped us a lot. It's teaching us a little bit. Then the guy behind the bar has got to do it right, too."

HEATS

Atherton flexed his muscle in the opening 10-lap qualifying heat by checking out on the rest of his competitors and cruising to a 20-length victory in the fastest heat race of the night for the pole position in the feature.

"Good," Atherton said. "I've always had bad luck here. Well, I don't want to say 'bad luck,' but I've never had good luck here. I always knew if they got moisture in the track, then it would be good. We're just on a roll, man. We gotta keep it going."

Behind Atherton, Spectro/Moroney's Harley-Davidson's Mike Hacker and Deeley Harley-Davidson's Steve Beattie engaged in an all-out war for second place. Beattie held the advantage for most of the race, using a cleaner line through turns one and two, but Hacker was making headway with an outside/inside move through three and four that drew him close to the Canadian National Champion. The move finally paid off as the 20-year-old Virginian just slipped by Beattie at the line to collect a front-row start for the main event.

"I'm on the front row for the main event, baby!" a jubilant Hacker said. "The bike is set up so that I can go pretty much anywhere that I want. If the line is at the top, then I can be there. If it's at the bottom, I can be there, too. I feel like I can win this thing. I haven't felt like that since last year."

"I did a big wheelie by mistake coming off of four, and I had to chop the throttle," Beattie said. "But that's still the best I've ever done in a heat race here. I actually got ninth last year in the main. The track is the best I've ever ridden here. It's in A-1 shape. There are multiple lines out there, which makes it killer."

Davis followed Atherton's example by running away with the second heat race in just as convincing style after grabbing the holeshot and then leading an 11-rider processional to the checkered flag, posting a time less than a second slower than the first heat. Davis was about one second ahead of Corbin Racing's Dave Camlin at the finish.

"The track is better tonight than it has ever been," Davis said. "The weather is not as hot as when we come here normally. Normally it's 100 degrees and they can't get any water in the race track. We're gonna find those missing tenths somewhere. It's gonna be a good race - that's all I can say."

"I thought we had a chance to win it," Camlin said. "We made a major change after practice. I told Skip that I didn't think I could go any faster than I was going, and we were three tenths off. But we made that change, and then all of a sudden I could go just as fast as the rest of those guys. I screwed up a couple of times, but it was 10 times easier to ride the bike in that heat than it was in practice."

Parker finished a distant and uncharacteristic third on his factory Harley-Davidson after slipping by Corbin Racing's Chance Darling in turn three on the second lap to land a second-row start for the feature. Put into the context of a prize fight, the factory was clearly on the ropes.

"We're workin' on it," a rather reserved Parker said. "I like the track. It's smooth, and it's got traction. We're changing some things, and we think we'll be ready for them."

The best battle for a heat win took place in heat three when Morehead, Jenneman and USC Racing's Kevin Varnes - the defending event champion - went

at it for the full 10 laps, pulling the fans from their seats on numerous occasions. Morehead grabbed the early lead on the high line with Varnes down low. Varnes snatched the lead from Morehead on the entrance to the turns many times only to lose it when Morehead would get a better drive coming off them. But it was Jenneman who surprised both by running around Varnes and then passing under Morehead in one and two on the eighth lap before going on to win.

"It's about time we won one," Jenneman said. "I was back there the whole time, trying to find a spot to pass. I was trying to get a good drive comin' out. I didn't want to hit anybody. That was fun. We're going to keep track of the times, and if they stay close, then I think we're pretty good."

"Dale was just able to run around on the bottom," Morehead said. "Me and Kevin had to run around the top."

"I don't know what happened," Varnes said. "I wish I did. I don't know if the line went away or what. I do know that when I was passing Morehead I was running it in way too hard."

King claimed the final heat win rather easily, following Schmulbach Racing's Dan Stanley off the line and then taking control off turn two after the Bellingham, Washington, rider apparently missed a gear. Once clear, it was smooth sailing for the Iowa speedster.

"We're thinking of stuff that we might change for the main," King said afterward. "We'll wait and see what the track does. We're close right now, and I think that the track has slowed down. We're just a click off, so we're going to try and make it better for the main and hope that we have something for 'em."

Kopp came from third to second after dicing briefly with home-state rival Stanley.

"I didn't get the start I wanted," Kopp said. "It was actually a pretty uneventful heat race. We're still on the front row, and we're not missing gears today."

Stanley hung on for third, well ahead of a charging Kenny Coolbeth.

"I've been getting real good starts lately," Stanley said. "That's a big key for me, I think. Me and Joe have been in the same heat race for the last three weeks in a row. I like that - it's just like racing back home. I know the way he rides, and I can learn some things from him."

(Left) Eventual winner Kevin Atherton (23) prepares to slide around Kevin Varnes (89), Dale Jenneman (29) and Steve Morehead (42) on his way to the front. Morehead held off Jenneman for fourth while Varnes slipped to 17th. (Below) Will Davis ran a rather uneventful third save for one small bobble after he was passed by Atherton in the middle stages of the race.

SEMIS

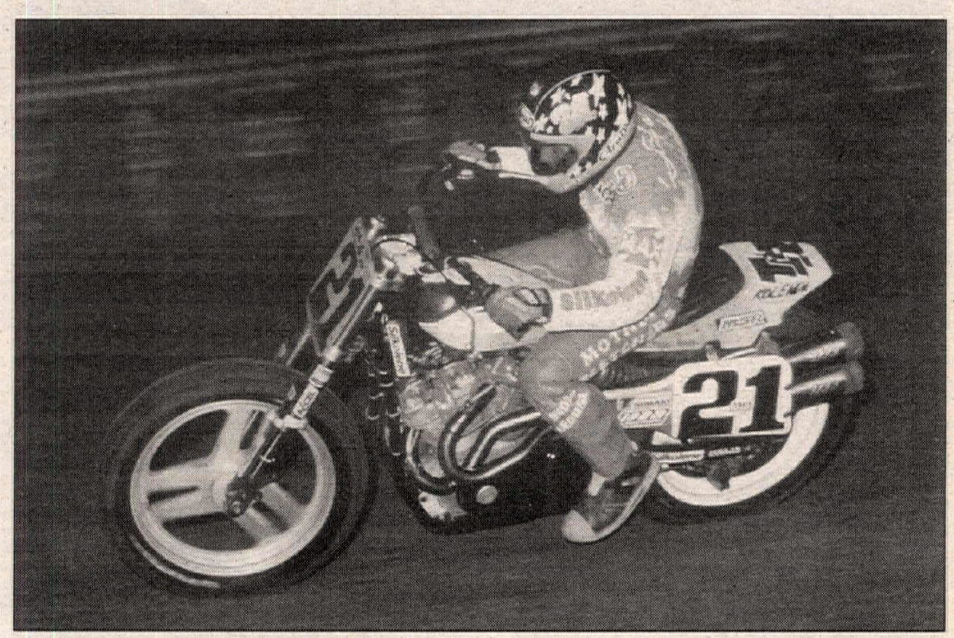
Bartels' Harley-Davidson rider Jay Springsteen put together eight quick laps in the first semi to lead ESAB/WWP Pro Racing's Tommy Hayden into the main event. It would mark the young Kentucky rider's third appearance in a Grand National final in as many weeks.

Coolbeth and his brand-new J&M single-shock-framed Eddie Adkins Racing/Winchester Harley-Davidson (see box) ran away with the second semi, leading White's Harley-Davidson rider Mike Varnes across the stripe.

Team Undo's Brett Landes had a few tense moments in the final semi after battling it out with returning Spectro/Moroney's H-D teamster Jason Fletcher and Bartels' Eric Bostrom. Landes finally put together a good charge to win the race and land a spot in the final. Fletcher held off Bostrom after the latter bobbled to claim the final ticket to the 18-rider feature.

GRAND NATIONAL

Kopp got a monstrous drive off the starting line to grab the lead as the 18 best dirt trackers in the nation funneled into the first turn to start the 25-lap Grand National main event. Davis got off second ahead of Morehead, Jenneman, Varnes, Atherton, Beattie, King, Stanley and Varnes. Parker was mired in 13th place and actually would lose one more position through the course of the main after both Springsteen and Landes got by the champ while he was running 12th.



"I tried a little of everything," Parker said. "I couldn't make it work. We jockeyed this and that, and it didn't work. We got beat. No, we didn't get beat. We got *smoked*."

Parker's close title rival King also ran into hardship, coming out on the short end of the battle with Beattie and Camlin, who finished sixth and seventh, respectively.

"I don't know what was going on," King said. "I changed the tire for the main and just basically screwed myself out of it. It sucks. We were going fast. We made some changes to go for the win, and we went the wrong way."

Up front, Varnes was making a bid for the win by running the low line again, but just as in his heat race, the Pennsylvania rider appeared to be parking his Johnny Goad-wrenched RS750 in the apexes of the corners and losing time. Then Varnes ran into real trouble after he lost his brakes and wound up smacking a hay bale on the back straightaway. Varnes wound up 17th.

That left a flying Atherton, who was on the move and methodically picked off both Jenneman and Morehead by only the fourth lap and then taking three more laps to drive past Davis and set out after the fleeing Kopp.

"I didn't want to get too excited trying to catch him," Atherton said. "There were still a lot of laps left. I was trying to be more mature. After I caught Will, I had a lot of confidence, and the motorcycle was perfect."

Morehead's motorcycle was by now less than perfect, and it would be all the Ohioan could do to hold off a potent Jenneman for fourth.

"It (the tire) went away on the fifth or sixth lap," Morehead said. "I couldn't believe we didn't lose more than that. I had high hopes after that start."

"I was working on Steve and Will the whole time, but I was losing time in the middle of the turns," Jenneman said. "I have to work on that. You can't give anything to these guys, because they won't give anything back."

Kopp was soaring up front, but Atherton had found a faster line through three and four, and he was drawing closer with each passing circuit. When AMA starter Steve Faraci flashed the crossed flags to indicate the halfway point, both Kopp and Atherton took them together. Atherton then blazed past Kopp on the entrance to turn three and immediately began pulling away.

"I wasn't sure if it was Kevin or Will," Kopp said. "I looked back and saw TCR. Once he got by me he got away pretty easily. I tried to stay with him, but he was gone."

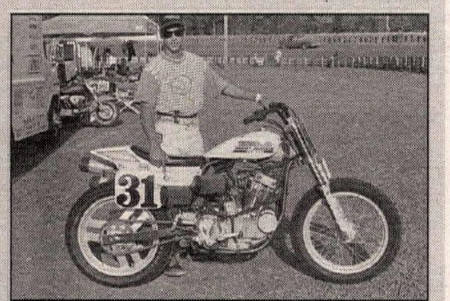
Davis tried to pick up ground on Kopp as well, but he wasn't quite as dialed in as his teammate and did not advance.

"I just wasn't rolling through the corners," Davis said. "Then after Kevin got by me, I tried to up the pace and really messed up. I made a mistake in three and four and got up into the marbles and had to recover. I figured Kopp would heat his tire up, but he ran a hell of a race."

Once clear of the field, Atherton continued to build up a lead. His margin was over a half straightaway with five laps to go and almost a full straightaway by the white-flag lap. Just the same, Atherton did steal a quick glance

More chassis science

With very little fanfare, Kenny Coolbeth debuted the latest entry into the single-shock rear suspension sweepstakes as his Eddie Adkins Racing/Winchester Harley-Davidson featured a J&M Racing prototype frame that appears outwardly to be similar to a Kenny Tolbert frame, something that J&M's Mike Owen confirmed while on hand to observe Coolbeth and provide technical assistance.



Kenny Coolbeth debuted another new single-shock frame at Hagerstown, this one manufactured by J&M Racing Products. Coolbeth can be seen pointing to the compression damping adjuster which is easily accessible.

"The main difference is that Kenny's rocker is somewhat back, and the action comes off two rods, similar to the Suzuki Full Floater design of the early '80s. With ours the shock and rocker are even further back, and more of the action is on the shock. It's just a different way to skin a cat. Hey, we've got the truck running just in case we have to make a quick getaway."

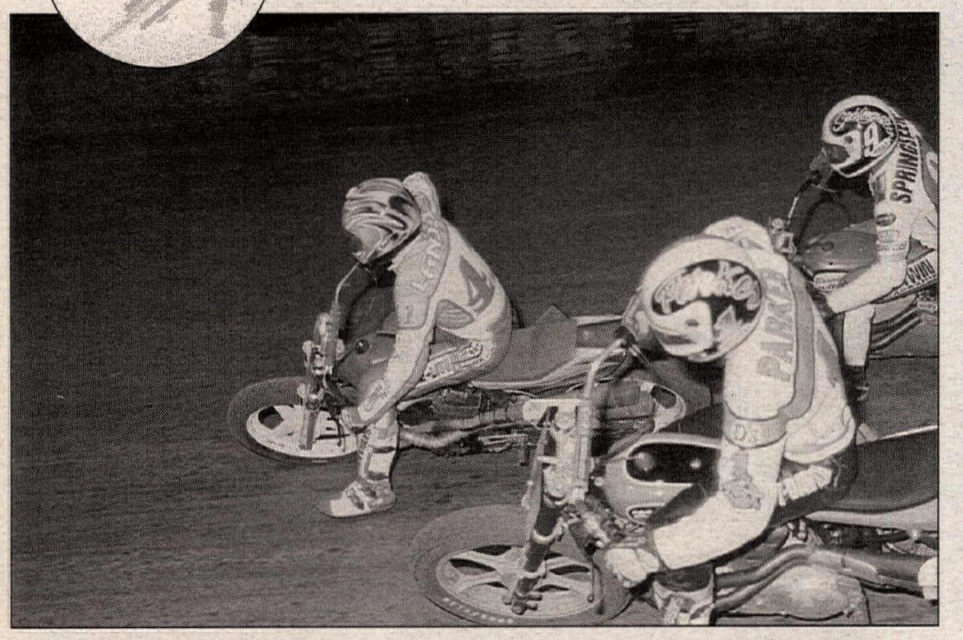
But both Adkins and Coolbeth seemed pleased with the prototype after Coolbeth put several practice laps on it.

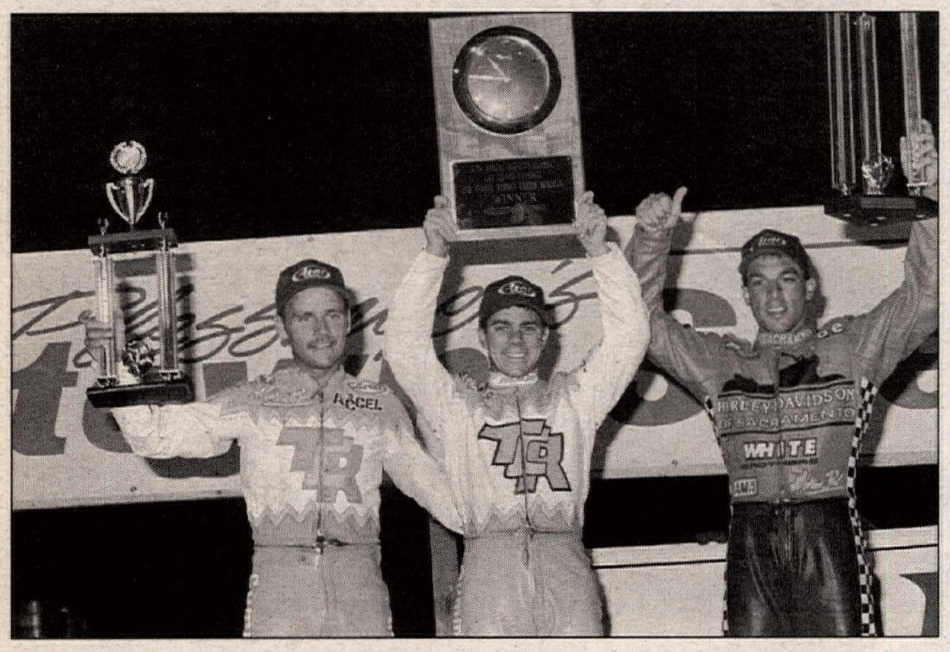
"Kenny's running very respectable," Adkins said. "I told him to be careful with it at first, but it's turning on a dime in the middle of the corners. We've been very fortunate right off. It has taken the least amount of maintenance for the laps we've run on it, but you can dial yourself right out of the program too."

"I like it," Coolbeth said. "It's real easy to ride. It's like it's on a rail out there pretty much. The front end is pushing just a tad, so we're going to lower it. That's about it. Other than that, it's awesome."

Coolbeth gave the machine a fair debut by just missing out on a direct transfer after getting a bad start and then charging to fourth in the final heat race. But he put it into the main event after winning the second semi, and from there the Warren, Connecticut, youngster went on to place 15th.

Round 15: Rodney Farris Memorial Hub City Classic





(Top) Scott Parker (1) had a dismal night at Hagerstown, finishing 14th. Parker was passed by both Jay Springsteen (9) and Brett Landes (41), who went on to finish 11th and 12th in that order. (Above) Atherton (center), Davis (left) and Kopp (right) all had plenty to celebrate as each picked up points on series leader Parker. (Left) This was all the competition got to see of Eric Bostrom as the young California rider hid from the rest of the field en route to winning his second 883cc main event of the year.

over his shoulder off the final corner just to be sure of himself before pulling a grand wheelie down the front chute and across the line.

"You know, this is probably my most satisfying win," Atherton reflected afterward. "I really had to use my head. T.C. (Cummings) and Davey (Watts) worked their asses off on the bike, and it shows. We're in our third year now, and it takes that long for a mechanic and rider to come together and start trusting each other as far as the changes that you make to the motorcycle. They do all the work, and I'm the lucky guy who gets to have all the fun. Just fortunate, I guess."

883 NATIONAL

Hope for a barnburner 883 National support race was high as observers were anticipating a shootout between Bartels' Harley-Davidson teammates Eric Bostrom and Johnny Murphree, but it never materialized as Murphree got the necessary holeshot and then grenaded a transmission as the 17-rider field pulled away from the starting line.

With Murphree out of the way, Bostrom left the rest of the field for dead as he scored a rout and became the only two-time winner in the class this season.

"All night long I felt like I was going to check out on them," Bostrom said. "I felt really great on this thing. I felt I could do no wrong. I thought Johnny was going to be my main competition."

Sweeten Racing/Krill family rider Georgie Price IV was a lonely second ahead of Wimer's/KK/Saddlemen's Jess Roeder.

Further back, Spectro/Moroney's teammates Mike Hacker and Jason Fletcher freight-trained through the field from mediocre starts to finish fourth and fifth, respectively. DeMay Racing's Paul Morgan III also put together a good run to finish sixth ahead of John Faulkner III, Robert Miller, Keith Jacobsen and A.J. Herrera.

Bostrom's performance was strong enough that he was protested by Morgan and Price. But the young Californian's motor was found to be legal, and thus he picked up an extra $200 at his competitors' expense. CN

Hagerstown Speedway
Hagerstown, Maryland
Results: Aug. 24, 1996 (Round 15 of 21)

HEAT 1 (10 laps; 11 riders, top 3 transfer): 1. Kevin Atherton (H-D); 2. Mike Hacker (H-D); 3. Steve Beattie (H-D); 4. Jay Springsteen (H-D); 5. Geo Roeder II (H-D); 6. Gary Rogers (Hon); 7. Paul Bergstrom (Hon); 8. Danny Koelsch (H-D); 9. Randy Texter (H-D); 10. Ken Mohler (H-D); 11. Scott Stump (H-D).
Time: 3 min., 54.67 sec.

HEAT 2 (10 laps; 11 riders, top 3 transfer): 1. Will Davis (H-D); 2. Dave Camlin (H-D); 3. Scott Parker (H-D); 4. Chance Darling (Hon); 5. J.R. Schnabel (H-D); 6. Scott Buchan (H-D); 7. Keith Jacobsen (H-D); 8. Randy Shank II (H-D); 9. Kyle Long (H-D); 10. Georgie Price IV (H-D); 11. Trapper McDaniel (H-D).
Time: 3 min., 55.63 sec.

HEAT 3 (10 laps; 10 riders, top 3 transfer): 1. Dale Jenneman (H-D); 2. Steve Morehead (H-D); 3. Kevin Varnes (Hon); 4. Brett Landes (Hon); 5. Mike Varnes (H-D); 6. Tommy Hayden (H-D); 7. Eric Bostrom (H-D); 8. Brent Armbruster (H-D); 9. Chris Evans (H-D); 10. Shawn Clark (Tri).
Time: 3 min., 57.58 sec.

HEAT 4 (10 laps; 10 riders, top 3 transfer): 1. Rich King (Hon); 2. Joe Kopp (H-D); 3. Dan Stanley (H-D); 4. Kenny Coolbeth (H-D); 5. Ian Segedy (H-D); 6. Jason Fletcher (H-D); 7. Dan Butler (H-D); 8. Les Washbon (H-D); 9. David Rayburn (H-D); 10. Paul Lynch (H-D).
Time: 3 min., 54.99 sec.

SEMI 1 (8 laps; 10 riders, top 2 transfer): 1. Jay Springsteen (H-D); 2. Tommy Hayden (H-D); 3. Ian Segedy (H-D); 4. Chris Evans (H-D); 5. Paul Bergstrom (Hon); 6. Les Washbon (H-D); 7. Randy Shank II (H-D); 8. Ken Mohler (H-D); 9. J.R. Schnabel (H-D); 10. Trapper McDaniel (H-D).
Time: 3 min., 11.50 sec.

SEMI 2 (8 laps; 10 riders, top 2 transfer): 1. Kenny Coolbeth (H-D); 2. Mike Varnes (H-D); 3. Dan Butler (H-D); 4. Scott Buchan (H-D); 5. Paul Lynch (H-D); 6. Geo Roeder II (H-D); 7. Brent Armbruster (H-D); 8. Danny Koelsch (H-D); 9. Kyle Long (H-D); 10. Scott Stump (H-D).
Time: 3 min., 11.20 sec.

SEMI 3 (8 laps; 10 riders, top 2 transfer): 1. Brett Landes (Hon); 2. Jason Fletcher (H-D); 3. Chance Darling (Hon); 4. Eric Bostrom (H-D); 5. Georgie Price IV (H-D); 6. Gary Rogers (Hon); 7. Randy Texter (H-D); 8. David Rayburn (H-D); 9. Keith Jacobsen (H-D); 10. Shawn Clark (Tri).
Time: 3 min., 12.58 sec.

GRAND NATIONAL (25 laps; 18 riders): 1. Kevin Atherton (H-D); 2. Joe Kopp (H-D); 3. Will Davis (H-D); 4. Steve Morehead (H-D); 5. Dale Jenneman (H-D); 6. Steve Beattie (H-D); 7. Dave Camlin (H-D); 8. Rich King (Hon); 9. Mike Hacker (H-D); 10. Dan Stanley (H-D); 11. Brett Landes (Hon); 12. Jay Springsteen (H-D); 13. Mike Varnes (H-D); 14. Scott Parker (H-D); 15. Kenny Coolbeth (H-D); 16. Jason Fletcher (H-D); 17. Kevin Varnes (Hon); 18. Tommy Hayden (H-D).
Time: 9 min., 43.64 sec.

AMA GRAND NATIONAL CHAMPIONSHIP SERIES STANDINGS (After 15 of 21 rounds): 1. Scott Parker (200 points/4 wins); 2. Will Davis (192/3); 3. Rich King (189/1); 4. Kevin Atherton (179/3); 5. Steve Morehead (174/1); 6. Joe Kopp (163); 7. Kevin Varnes (134); 8. Dave Camlin (98); 9. Brett Landes (89); 10. Jay Springsteen (79); 11. Steve Beattie (69); 12. Dan Butler (63); 13. Dale Jenneman (55); 14. Ken Coolbeth (53); 15. Dan Stanley (51); 16. Ronnie Jones (49); 17. Terry Poovey (45); 18. Georgie Price IV (34); 19. Ricky Graham (33); 20. Chance Darling (29).

883 NATIONAL (12 laps; 17 riders): 1. Eric Bostrom; 2. Georgie Price IV; 3. Jess Roeder; 4. Mike Hacker; 5. Jason Fletcher; 6. Paul Morgan III; 7. John Faulkner III; 8. Robert Miller; 9. Keith Jacobsen; 10. A.J. Herrera; 11. Gary Rogers; 12. Scott Stump; 13. Jay Springsteen; 14. Randy Texter; 15. Paul Normandin; 16. J.R. Schnabel; 17. Johnny Murphree.
Time: 4 min.,55.94 sec.

AMA 883cc NATIONAL CHAMPIONSHIP SERIES POINTS STANDINGS (After 7 of 12 rounds): 1. Georgie Price IV (99 points/1 win); 2. Eric Bostrom (90/2); 3. J.R. Schnabel (73/1); 4. Jess Roeder (70/1); 5. Mike Hacker (67/1); 6. Jason Fletcher (59); 7. Nate Wait (57); 8. Jay Springsteen (51); 9. Scott Stump (49); 10. Robert Miller (48); 11. Johnny Murphree (48); 12. Paul Morgan III (43); 13. Shaun Russell (38); 14. (TIE) Billy Martin/Paul Bergstrom (24); 16. (TIE) John Faulkner III/Gary Rogers (23); 18. Lonnie Pauley (22); 19. Lance Jones (19); 20. Dale Jenneman (17).

Upcoming Rounds:
Round 16 - Springfield, Illinois, August 31
Round 17 - Springfield, Illinois, September 1

Briefly...

Injury report: S&B Racing/Suburban Motors H-D's **Bret Beyer** phoned *Cycle News* earlier in the week to report that he was okay after going through that horrifying-looking crash at the Indy Mile, a crash which saw his helmet ripped from his head. "Actually, my helmet did its job," Beyer said. "There's something wrong with my shoulder, and I'm scheduled to go see an orthopedic surgeon for that. But I'm a very lucky boy. My helmet has a huge crack in it. It's going to Bell so that they can evaluate it." **Joe Winston Jr.** underwent surgery to repair the broken hand that he sustained in his 883 crash at the Cornhusker Motorcycle Championships in Lincoln, Nebraska. The young Californian had hoped to return for the 883 National at the U.S Motorcycle Nationals in Knoxville, Iowa, but that support round has since been canceled (see In the Wind).

Jason Fletcher returned to action at Hagerstown albeit sporting a broken collarbone from the accident that he suffered while warming up his 600cc machine prior to the Peoria TT. "I think I'm like 90 percent right now," a confident Fletcher said. "We'll see in the final." Fletcher backed those words up by making both main events, placing fifth in the 883 National and 16th in the Grand National. "We made it," Fletcher said of the Grand National. "That's cool. I get a point."

Former 883cc National Champion **Scott Stump** pulled double duty for the first time all season at Hagerstown when he was offered a ride on an XR750 owned by **Dave Clark**, marking the first time that Stump competed at a Grand National aboard a 750 since his 883 crash at Springfield in 1995. "It's not bad," Stump said of the machine. "It needs a few things. This is what I've been wanting to do (get back on a 750). It feels smooth, but I wish we had it going." Stump failed to make the 750cc main aboard his new ride, but he did put his KK/Wimer's/Performance Racing, Inc. 883 into the support final, and finished 12th.

White's Harley-Davidson's **Mike Varnes** was back on the attack with his completely rebuilt XR, which was almost completely destroyed in a semifinal crash at the Indy Mile. "It's the same one that we wadded up," Varnes jokingly assured. "There's a couple new parts on it. It beats the hell out of throwing it away." Rather than "throw it away" at Hagerstown, Varnes put the machine in the main event via a runner-up finish in the second semi, and he went on to finish 13th, just ahead of **Scott Parker**.

USC Racing crew chief **Johnny Goad** had both of Kevin Varnes' Honda RS750s up and running again at Hagerstown after both broke down the previous weekend at the back-to-back Indy/Du Quoin Miles. "We broke a piston in one and a transmission in the other one," Goad said. "The piston was my fault - I left it in there too long. But it's been a long time since both of my motorcycles have broken down like that." Varnes finished 17th in the Grand National after losing his brakes.

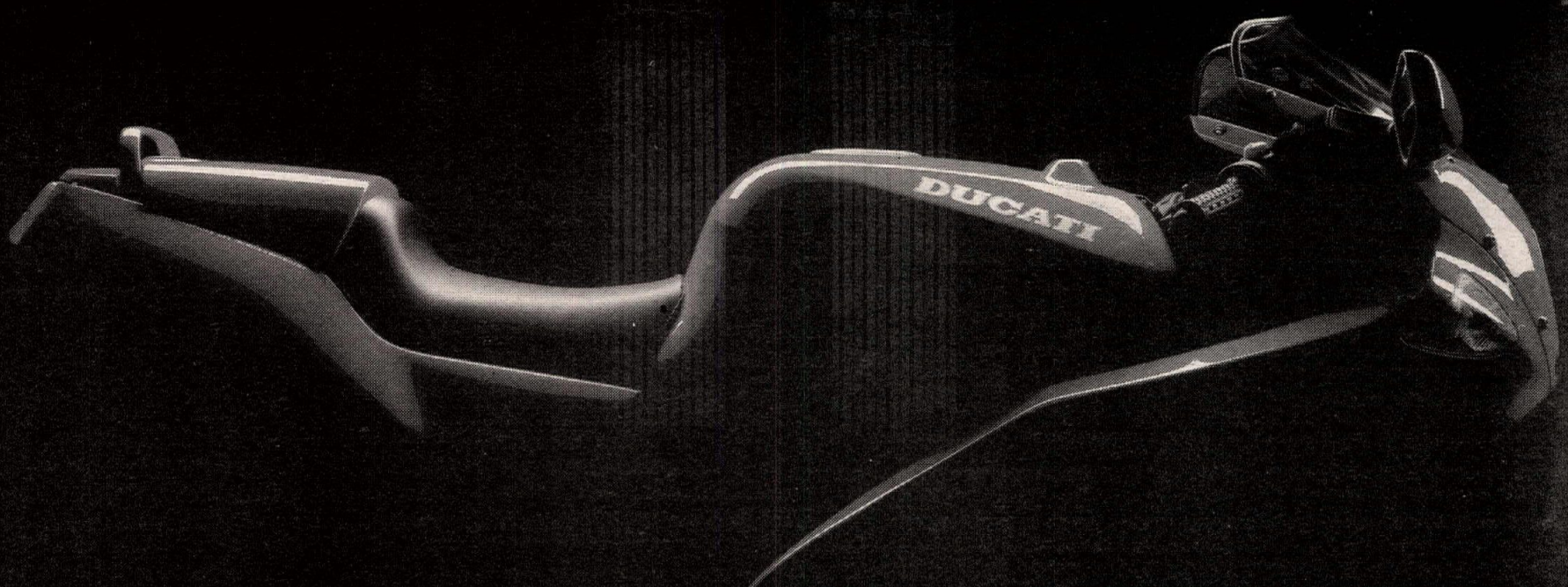
Dan Butler and the Gardner Racing Team's string of main event appearances was broken when the Michigander wound up third behind Mike Varnes in the second semi. "We made a bad decision in the heat race," a disappointed Butler said. "Then we went back to our old combination in the semi and got third. We broke our streak. I cleaned my leathers - we figure that's what caused it."

Harley-Davidson factory mechanic **Bill Werner** reported that upon further review, there was no rear suspension breakage to cause **Scott Parker** to fall while leading the feature at the Cornhusker Motorcycle Championships in Lincoln, Nebraska, two weeks ago. "Upon further review," Parker added with a smile, "We can't come up with anything other than that I just threw it away."

Harley-Davidson of Sacramento mechanic **Kenny Tolbert** appeared quite pleased with the progress his team is making as rider **Joe Kopp** put in a stirring performance for second place at Hagerstown. "I would have to call that an excellent ride," Tolbert said. "When you have a good rider, they always make you look good. This ain't bad for his first time here."

Speaking of Kenny Tolbert, the veteran Texas tuner was part and parcel to the most humorous incident of the weekend, which came at the expense of crewman **Rick Lewis**. It seems that Tolbert was preparing to start the team's "bumpy" (motorcycle starting machine) just as Lewis was stepping out of the back of the box van. A subsequent Tolbert back-hand left Lewis laid out with a gnarly looking shiner as a souvenir. Afterward, Lewis replied, "If you see Kenny fixin' to start the bumpy, give him some room."

After the Hagerstown race, several of the Grand National teams attended a traditional **crab feast** put on by **Wayne Stouffer** and the **D.C. Ramblers** motorcycle club at the Gateway Restaurant just outside the track. The AMA-sanctioned club has been in existence since 1939 and puts on the private get-together after each Hagerstown Grand National.



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Round 6: Quaboag Riders Motorcycle Club

Taming the Monson monster

(Left) There seems to be no stopping Lou Gerencer this season. The 800cc-class rider took another victory, setting fast time on his first run. (Below) Paul Pinsonnault landed his second victory of the season in the 540cc class.

By David L. Patton Jr.

MONSON, MA, AUG. 18

It was a day for the points leaders at the Quaboag Riders Motorcycle Club-hosted round six of the AMA National Championship Hillclimb series, as 800cc-class rider Lou Gerencer and 540cc-class reigning champ Paul Pinsonnault dominated the day's running.

In the 540cc class, three-time and defending National Champion Pinsonnault finally won his "home" National Hillclimb. Pinsonnault lives in nearby Ludlow, Massachusetts, and he thrilled his fans with an unbeatable first ride. Pinsonnault edged his main rival, David Watson, also from Ludlow, and 540cc rookie Michael Templeton, who Pinsonnault sponsors. Templeton has racked up a pair of third-place finishes at the only two pro hillclimbs he has competed in, and the former amateur national champion looks like a lock for 540cc rookie of the year.

In the 800cc class, Gerencer has had an incredible season, and though he was coming off his worst finish so far (third in Ohio), Gerencer was still the man to beat. The Harley-Davidson Racing Pro Hillclimb Team member buried the competition on his first ride for his fifth win of the season and his second straight victory at Monson. Willie Price just missed out on his first National win for the second week in a row, but his runner-up ride has him up to second place in the season standings, ahead of Gerencer's teammate, Mickey Dent, who claimed third overall.

540cc

Watson is closing in on Pinsonnault in the points standings, and he drew the first starting slot, which many riders felt would be a key to a good time.

"Last year the hill got real dry and real soft, so if you ride early in the order there might be better traction," Watson said. The only two-time 540cc winner this year blasted his KAP-backed Honda up the hill straight and fast, and though he got a lot of air over the last jump, he stopped the clocks for a 5.009-second run.

Logan Kawasaki's Paul Lowe, the winner in Ohio the previous week, earned his first career National win at Monson last year and put together a 5.203-second run despite wheelies after both jumps that slowed him down.

Templeton has competed for many years at Monson as an amateur, and his experience - as well as Pinsonnault's backup KAP Honda - proved to be a tough combination to beat. Templeton, in only his second professional hillclimb, jumped a long way off the second jump but the rest of his run was excellent and he picked up a 5.035 time, moving him into second behind Watson.

BSA-mounted Terry Thompson was looking for a good day after a tough time in Ohio, and the 1996 All-Star Invitational winner picked up a 5.206-second time, despite a huge skyshot over the second jump.

The last rider of the round was the reigning champ - and he was ready. Pinsonnault is going for his fourth straight national championship - and though he only had one win, he was still the rider to beat. Pinsonnault got a little crossed up off the first jump, and he had to fight the front end to keep from flipping. Through it all, he kept the throttle pinned and he was perfect on the top half of the hill. Pinsonnault's persistence was rewarded with a 4.989-second run and the opportunity to sit back and watch the nation's top 540cc riders try to catch him in the second round.

Watson led the charge at the start of round two, and he was going for it all.

Unfortunately, his hard-charging style cost him in the sand and rocks as his nitro-fueled Honda spent most of the run on its back wheel, threatening to loop out.

"I just tried too hard," Watson said. "I tried to keep it on the ground, but it just made it worse."

Like Watson, Lowe also had problems on his second run as he started out on the right side of the hill and got too much air over the first jump. Still, Lowe ended the day in fifth.

Templeton put in another quick ride, but the hill conditions made it tough to improve over the first runs. Fortunately, Templeton's first run was good enough for third overall behind Pinsonnault and Watson.

The only top-five rider to improve his time in the second round was Thompson. The BSA rider was flying and his 5.153 moved him past Lowe into fourth overall.

"My second ride was decent, and I had to get back on track," Thompson said. "These guys have a heck of a points lead on me and I'm trying to get back into it."

Pinsonnault celebrated his second win of the season by taking another ride.

"I always come to the hillclimb expecting to make two runs," Pinsonnault said. "I just like to race."

800cc

Harley-Davidson rider Willie Price was the first 800cc rider to try the nearly 300-foot monster and he used all of the hill on his first ride. Price started his climb on right side of the hill, but the Miller Logging-backed rider got sideways over the first jump, carrying him to the left side of the hill. Despite this, Price never backed off the gas, relying on his natural talent to keep him upright. Though he overjumped the last jump, Price still turned in a 4.957-second run.

Next up was the Pro USA Hillclimb Team captain Tom Reiser, who has had a difficult time regaining the winning combination of rider, engine and suspension that netted him the win at round two of the series, and he never quite got it together at Monson. His first run was smooth and straight, but he just couldn't unleash his Harley's horsepower and he had to settle for a 5.568, narrowly missing out on the top five.

All eyes were on the hill as they wheeled Gerencer's growling XR750 to the line. Like Pinsonnault in the 540cc class, Gerencer went for the kill on his first run and he put in a great ride to set the time to beat. The Harley rider ripped off the right side of the starting line and, though he backed off a little short of the

timing light, his 4.873 would be the fastest ride of the day.

Gerencer's teammate Dent had a fantastic run, staying low off the critical last jump. However, Dent misjudged where the finish line was and shut off a fraction too soon, costing him valuable tenths of a second. Dent's 5.138 would be good enough for third overall at day's end.

Reiser's teammate Bob Castledine from nearby Springfield, Massachusetts, had his best day of the season with a 5.391 on his first run.

"It's great having the fans behind you when you race," Castledine said.

Glen Petty Jr., last week's winner, was a tick behind Castledine with a 5.416 on his first attempt. It was an exciting ride as Petty got cross-rutted over the first jump, then swerved back and forth across the hill. He finally crashed just past the timing light but was still able to return in the second round.

In round two, Price put in another good ride to drop down to a 4.930, edging closer to Gerencer and just missing his first national win.

"The bike ran well all day," Price said. "Hopefully we'll get that win next race."

Reiser had a spectacular second ride, wheelying across the hill, then losing control at the top. Reiser was unhurt, but he wasn't able to improve his time and ended his day in sixth. Meanwhile, Gerencer watched the action, ready to ride if anyone beat his time, but he wasn't threatened.

Dent was looking for the win, but he had a problem over the first jump when his bike developed a miss and he crashed before the last jump, forcing him to rely on his first time.

Petty, too, continued to battle the hill, and though he stayed on the gas he couldn't improve on his first effort, settling for fifth.

Castledine put in another fine ride to drop to 5.379 and a fourth-place finish. "The club did a real good job on the hill," Castledine said. Castledine looked sharp all day and it appears as though he will be a contender for the rest of the season.

Rodney Smith had his best career finish at Monson in 1995, and he was hoping to improve on last year's third place. But today wasn't his day. As Smith rode across the finish line to close the day's competition, Gerencer had another victory. CN

Quaboag Motorcycle Club
Monson, Massachusetts
Results: August 18, 1996 (Round 6 of 11)

540: 1. Paul Pinsonnault (Hon); 2. David Watson (Hon); 3. Michael Templeton (Hon); 4. Terry Thompson (BSA); 5. Paul Lowe (Kaw); 6. Scott McNeely (Hon); 7. James Zucco (Kaw) 8. Michael Pulver (Hon); 9. Michael DeBusk (BSA); 10. Kevin Zucco (Kaw); 11. Ted Wilkins (Rotax); 12. Ralph Kresger (Tri); 13. Bob Shreiner (BSA); 14. Charles Roberts (Kaw); 15. Walter Herrick (Suz).

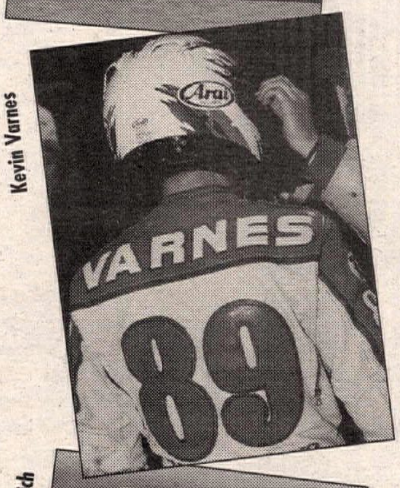
800: 1. Lou Gerencer (H-D); 2. Willie Price (H-D); 3. Mickey Dent (H-D); 4. Robert Castledine (H-D); 5. Glen Petty, Jr. (H-D); 6. Tom Reiser (H-D); 7. Randy Gabriel (H-D); 8. Richard Carlson (H-D); 9. Robert Templeton (Kaw); 10. Tim Frazier (Yam);11. Rodney Smith (Yam); 12. Jason Petty (Tri).

AMA 540cc NATIONAL C'SHIP SERIES POINT STANDINGS (After 6 of 11 rounds): 1. Paul Pinsonnault (82/2 wins); 2. David Watson (78/2); 3. Scott McNeely (64); 4. Ted Wilkins (62); 5. Michael DeBusk (59); 6. Mike Pulver (56/1); 7. Paul Lowe (51/1); 8. Terry Thompson (36); 9. James Zucco (35); 10. Michael Templeton (26); 11. Roger McNeely (25); 12. Robert Shreiner (24); 13. (TIE) John Hamilton/Ralph Kreeger (20); 15. Kevin Zucco (17).

AMA 800cc NATIONAL C'SHIP SERIES POINT STANDINGS (After 6 of 11 rounds): 1. Lou Gerencer Jr. (87/4 wins); 2. William Price (63); 3. Mickey Dent (62); 4. Tom Reiser (58/1); 5. Glen Petty (55/1); 6. Jason Petty (49); 7. Steve Dresser (43); 8 Harry Schreiber (38); 9. (TIE) Robert Castledine/Tim Frazier/Randy Gabriel (37); 12. Rodney Smith (29); 13. (TIE) Wallace Fowler/Robert Templeton (26); 15. Russell Vanderveen (19).

Upcoming Rounds:
Round 7 - Freemansburg, PA, September 8
Round 8 - Middlebury, IN, September 15

Colin Edwards II


Kevin Varnes

Chris Ulrich

EDWARDS
1st - Suzuka 8-Hours
4th & 3rd - World Superbike, Brands Hatch
5th & 4th - World Superbike, Indonesia

DOOHAN
2nd - 500cc Austrian GP
2nd - 500cc Czech GP

SLIGHT
3rd & 2nd - World Superbike, Indonesia

LAMSON
1st - 125cc MX, Millville
1st - 125cc MX, Washougal

DOWD
2nd - 125cc MX, Millville
3rd - 125cc MX, Washougal

TEAM SUZUKI ENDURANCE
1st OA - WERA Nat'l Endurance, Mt. Meridian

TKO RAYCE TEAM SUZUKI TOO
1st HW/SS - WERA Nat'l Endurance, Mt. Meridian

KLING
1st - Formula USA, Portland, Race Two

BATEY
2nd & 3rd - Formula USA, Portland

***CHRIS* ULRICH**
1st - 125GP, WERA Mt. Meridian
That's two!

KEVIN VARNES
3rd - Grand Nat'l Dirt Track, Oklahoma
1st - 600cc Nat'l Dirt Track, Peoria
5th - Grand Nat'l Dirt Track, Peoria
5th - Grand Nat'l Dirt Track, Rapid City

ATHERTON
1st - Grand Nat'l Dirt Track, Rapid City
3rd - Grand Nat'l Dirt Track, Lincoln
2nd - Grand Nat'l Dirt Track, Indy
1st - Grand Nat'l Dirt Track, DuQuoin

DAVIS
4th - Grand Nat'l Dirt Track, Rapid City
2nd - Grand Nat'l Dirt Track, Lincoln
3rd - Grand Nat'l Dirt Track, Indy

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1st Place 80 Mod (14-16) **Justin Buckelew** YAM
1st Place Super Mini (Thru 16) **Justin Buckelew** YAM
1st Place Jr. Cycle Stock (6-8) **Andrew Matusek** KAW
1st Place 125 Open (Thru 16) **Tyler Evans** SUZ
1st Place 125 Mod Pro (Open) **Ryan Clark** SUZ

Justin Buckelew
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In the hunt

(Above) For only the second time in 71 years, a U.S. Trophy team made the podium in the International Six Days Enduro. In Finland, the U.S. team finished a sold third behind the winning team from Finland and Italy. (Right) Italian Giovanni Sala was the overall individual winner. (Below) Guy Cooper, Fred Hoess and John Nielsen, of the Daytona Dirt Riders, won the Club team division, a first for an American team.

By Kit Palmer • Photos by Steve Berkner

HAMEENLINNA, FINLAND, AUG. 12-17

Sure, the Finnish Trophy team was a favorite to win this year's International Six Days Enduro, after all, they had riders such as Four-Stroke Enduro World Champion Kari Tiainen and 125cc ace Petteri Silvan on their team, plus they also had the home field advantage. But beat Italy? A country overflowing with seemingly unnatural off-road talent with the likes of multi-time World Enduro Champions Giovanni Sala, Tullio Pellegrinelli, Mario Rinaldi, Arnaldo Nicoli and Fabio Farioli? A country that has won three of the last four ISDEs, and five of the last 10? No way.

Well, yes way.

Stellar performances put in by Finnish riders Tiainen, Silvan, Mika Ahola, Pekka Viljakainen, Jani Laaksonen and Vesa Kytonen put an end to Italy's two-year win streak, nipping the Italians by a fairly close margin of 187.01 points/seconds, roughly three minutes, after six grueling days and approximately 1000 miles of competition.

"The feeling - to win in Finland, in front of the home crowd, you can only imagine," said a very happy Tiainen moments after officially wrapping up the title following the last MX special test moto on day six. "It's perfect, really."

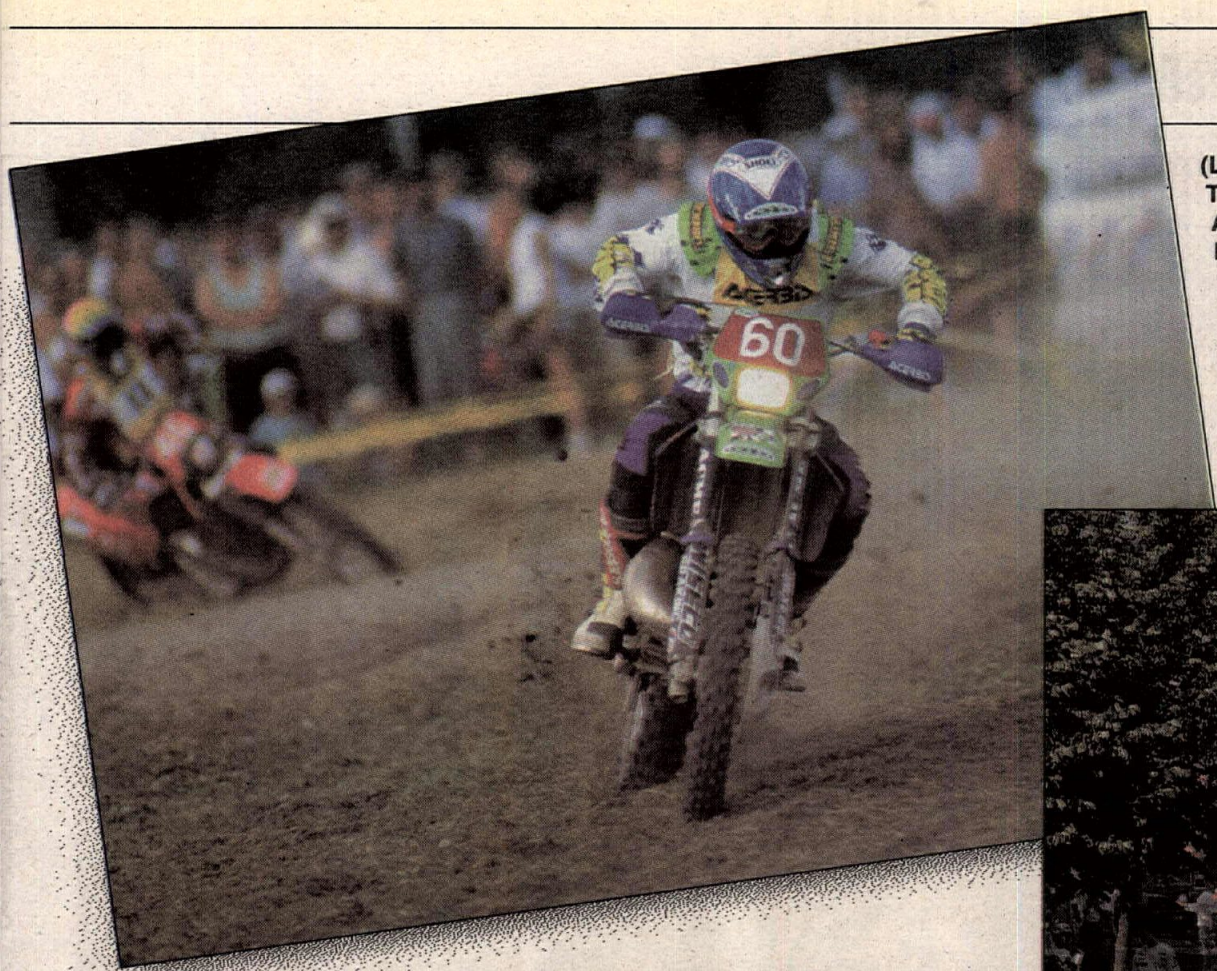
And how would Tiainen and the rest of the Finnish squad celebrate their first-ever victory, "Party all night - Finnish style," said the home country hero, Tiainen.

And the U.S. Trophy team? They too celebrated afterwards.

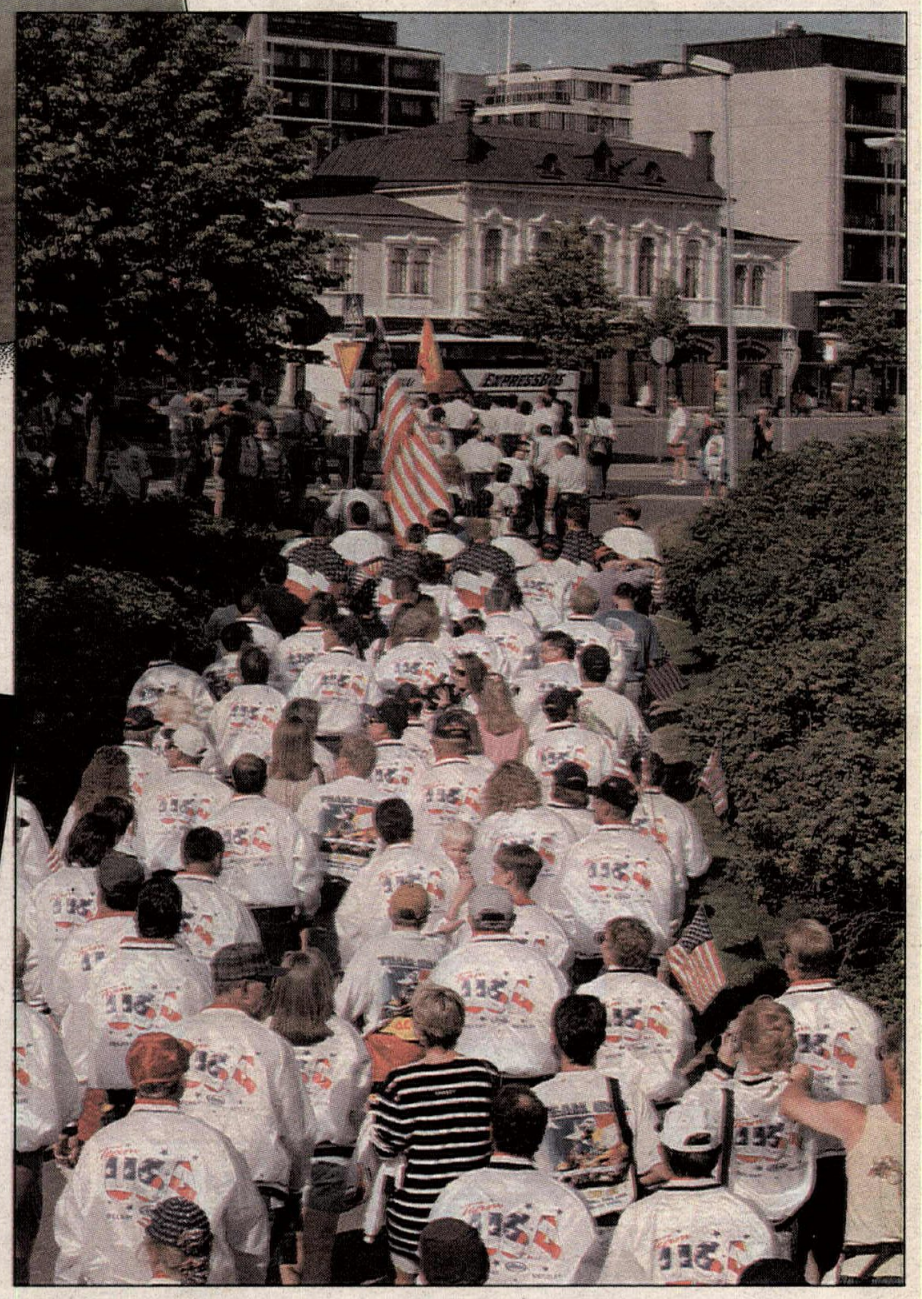
For the first time, the United States was considered a serious threat for a rostrum finish going into the event. With the likes of National Enduro Champion Ty Davis, five-time National Enduro Champion Randy Hawkins, National Reliability Enduro Champion Rodney Smith, former enduro champ Steve Hatch, multi-time National Hare Scrambles and Cross Country Champion Scott Summers and Chris Smith, a member of the winning U.S. Junior World team in 1991 in Czechoslovakia, making up the U.S. Trophy team, the threat was indeed legitimate. And the U.S. squad did not disappoint.

For only the second time in ISDE history, the United States scored a podium finish, grabbing third behind Finland and Italy.

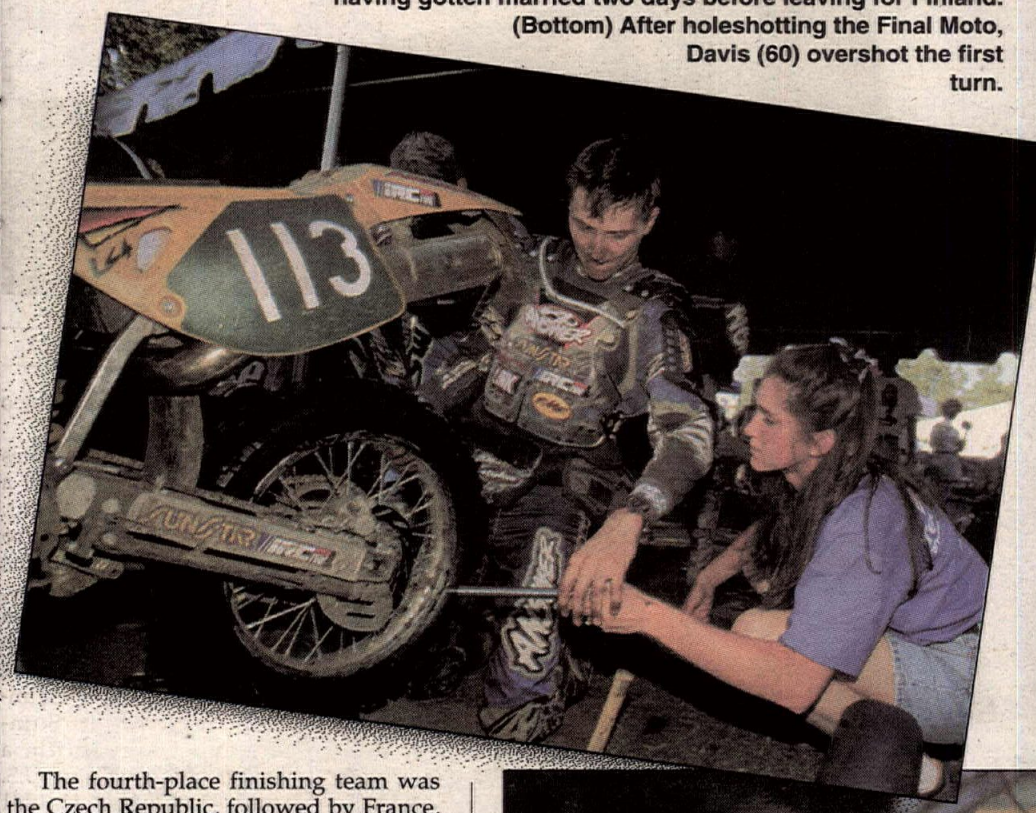
"We were considered a factor in this race, and that was a really good feeling for me," said Dave Bertram, team manager for the U.S. Trophy team. "I know none of these guys (U.S. Trophy squad) want third place, all these guys are champions and won't settle for anything less than first place, however, we set our goals realistically. We came over to get a podium finish and be a factor in the race, not just hope that through attrition or through other team's failures we'd luck into a top-three finish. We were a factor right out of the chute. This (finishing third) is definitely a big step in the long term of dominating this race."



(Left) Kawasaki-mounted Ty Davis claimed "Top American" honors in Finland. He finished fourth overall and third in the 175cc class. (Below) The U.S. contingent parades into the city square during opening ceremonies.



(Below) U.S. Junior World rider Don Knapp is aided by his wife Danielle. They spent their honeymoon at the Six Days, having gotten married two days before leaving for Finland. (Bottom) After holeshotting the Final Moto, Davis (60) overshot the first turn.

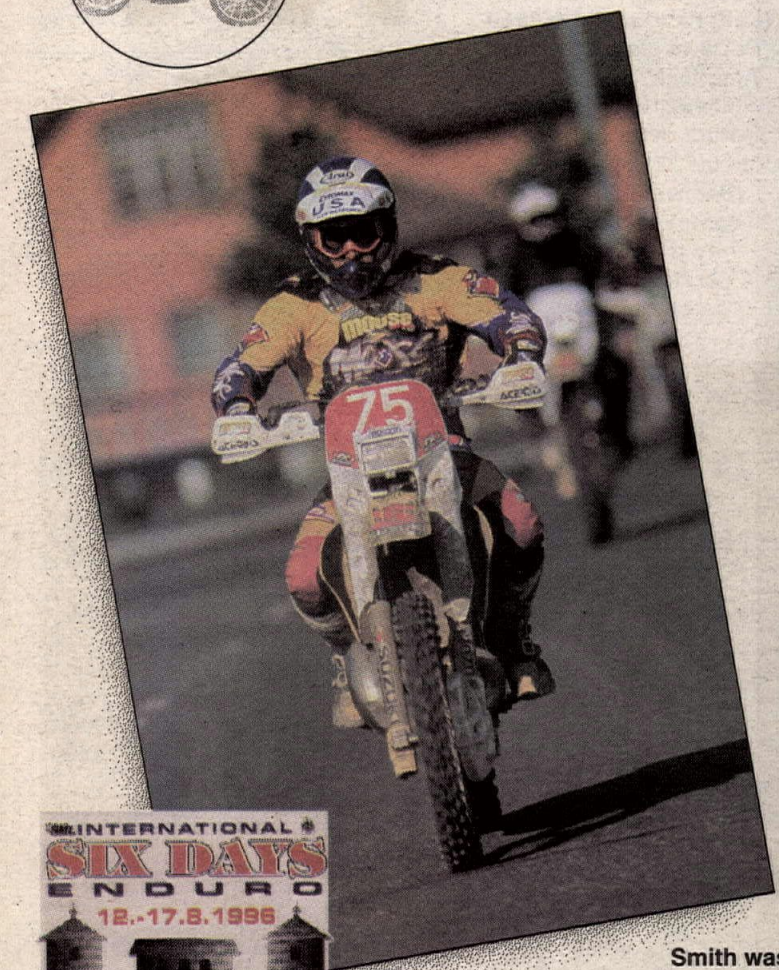


The fourth-place finishing team was the Czech Republic, followed by France, Slovakia, Sweden, Netherlands, Germany and Australia.

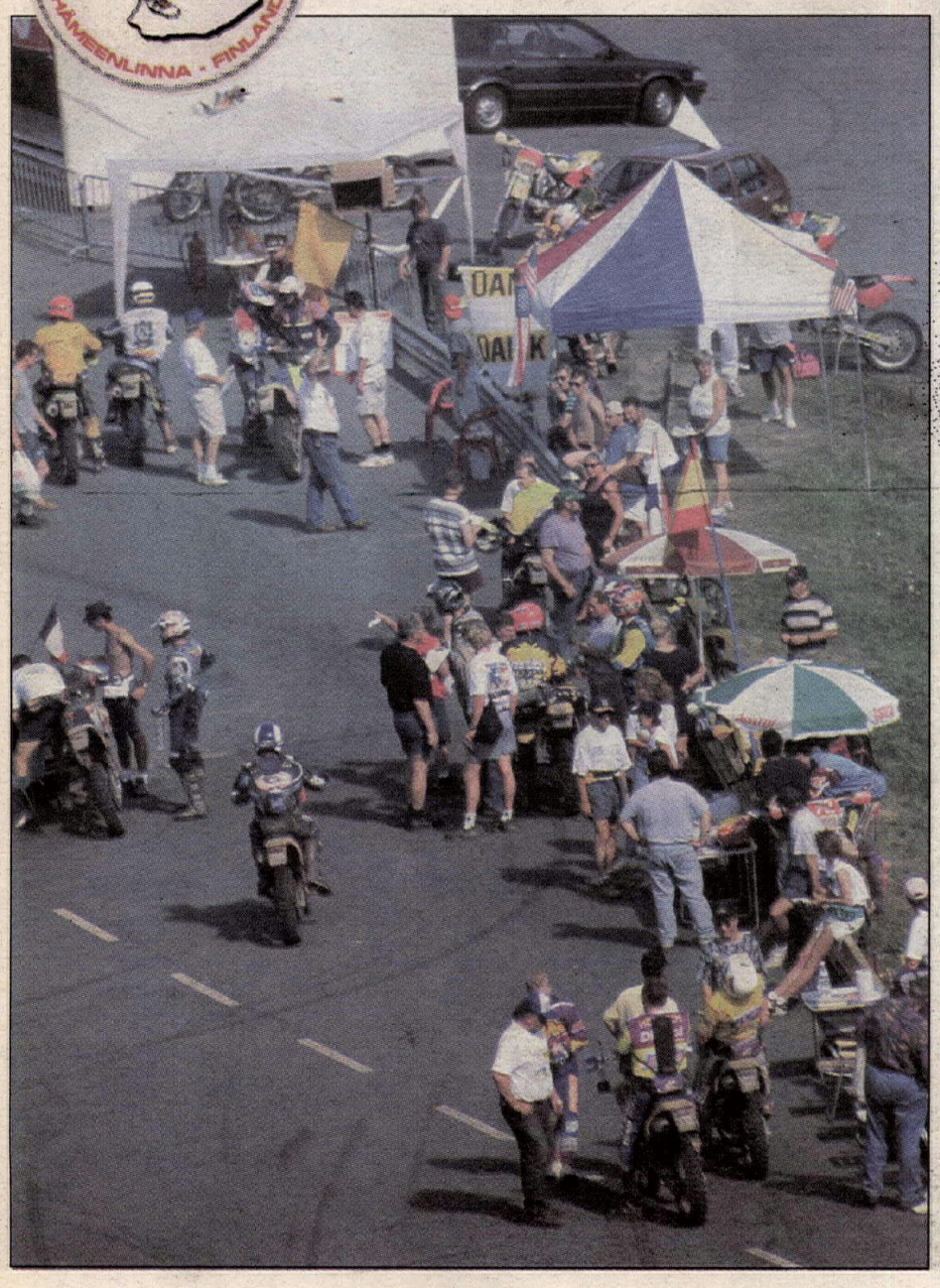
Leading the American force was Davis who, despite getting off to a lackluster start on day one, which would dearly cost him in the long run, fought tooth and nail with Great Britain's Paul Edmondson and Sala all week long, twice finishing second in the day's overall results column. He never could quite outdo Sala, who topped the charts four out of the six days, but Davis did keep him looking over his shoulder most of the way. Silvan scored the day's win on Tuesday (day two), while Edmondson turned in the quickest time of the day (Saturday) in the final MX special test.

Davis was, for the third time in his career, dubbed "Top American" in Finland. He also finished fourth overall individual behind winner Sala, runner-up Edmondson and Silvan. Davis' fourth-place finish in Finland matched Rodney Smith's performance in Australia in 1992. No American rider has finished higher than fourth at the Six Days. Davis also placed third in the

71st International Six Days Enduro



(Above) Rodney Smith was forced out with a blown motor on day four.
(Above right, left to right) Scott Summers, Chris Smith, Steve Hatch, Rodney Smith, Ty Davis and Randy Hawkins show off their winnings.
(Right) Gold medalist Guy Cooper was leading his Final MX moto before crashing.
(Below) Riders prepare for an upcoming special test.



175cc (175cc and larger two-stroke, i.e. 250cc) class.

In the Junior World division, for riders 23 years of age and under, Finland again took the win over Sweden, Italy, France and the Czech Republic. The U.S. team - made up of Brian Storrie, William Hamilton, Don Knapp and Mike Lafferty - struggled to a seventh-place finish. A broken foot that knocked Hamilton out of the event on day two, and a snapped chain on Storrie's bike that would cost him 40 minutes on the last day, didn't help their cause any.

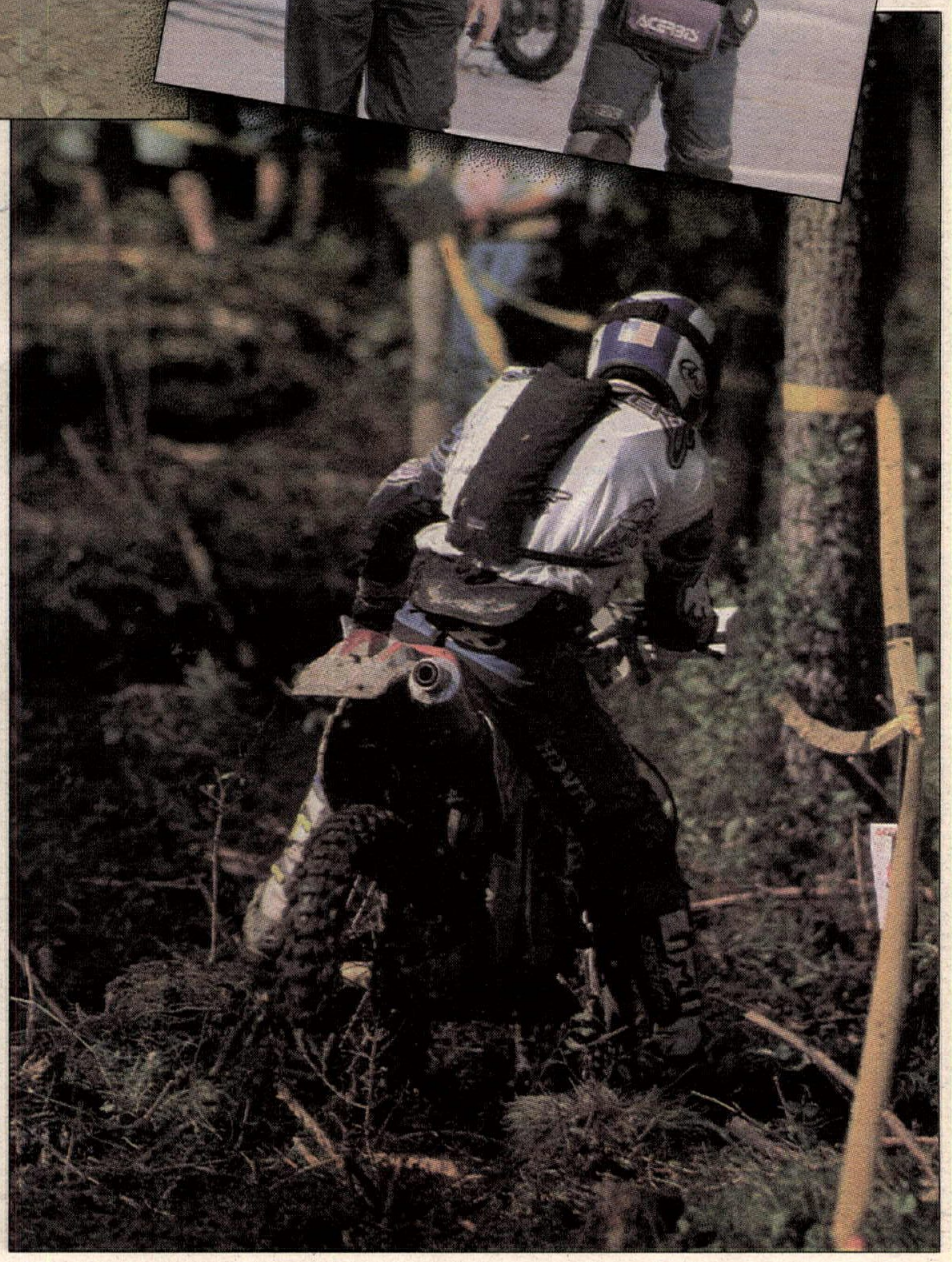
Not only was finishing third in the Trophy class reason for celebration in the U.S. camp but so was winning the Club team division. For the first time ever, a team from the United States took top honors thanks to gold-medal performances turned in by Guy Cooper, Fred Hoess and John Nielsen of the Daytona Dirt Riders. The trio beat out 42 other teams.

This year's event featured very little in the way of trail variety, as days one, two, four and five had the riders traverse the same course twice each day. Day three featured a new course made up of mostly pavement sections, while day six, the final day, saw a short 30-mile ride to the final MX special test that was constructed on a soccer field. The riders faced anywhere from five to six special tests a day (except the last day), and some of the tests were used over and over again.

Each of the tests were given names relating to the area where they were laid out: one test was built on a "ski resort," another near a man-made "ski jump" that was built for the Winter Olympics; while another was based in a "sand pit" located in a dense wood section out in the country. There also was a test built in a "potato patch," and another on very sandy ground that the American riders dubbed the "Southwick" test, referring to the famous National MX track in Massachusetts. And another test was named the "railroad" test due to its close proximity to train tracks. Most of the tests were used twice each day, except for the Southwick and railroad tests that were only used on day three.

(Right) Despite breaking his foot, Steve Hatch still took home gold. (Below) Great Britain's Paul Edmonson was second-best individual.

(Above) U.S. Junior World rider Mike Lafferty earned a silver medal in his very first Six Days. (Below) A French rider tries talking his way out of a speeding ticket. Hundreds of competitors were written up and fined. (Bottom) Scott Summers finished eighth in the 500cc Four-Stroke division.



Briefly... (Prerace)

Upon arriving in Hameenlinna Tuesday, August 7, the 39 American riders were relieved to see that the **motorcycles** many of them had shipped to Finland from the United States about a month earlier had arrived safely and were awaiting assembly at Parc Ferme (impound, start-finish-area). At many previous Six Days, the crated motorcycles have been hung up at customs, failing to show up at Parc Ferme until the very last moment, as was the case exactly 10 years ago in Italy when many of the motorcycles didn't arrive until *after* tech inspection.

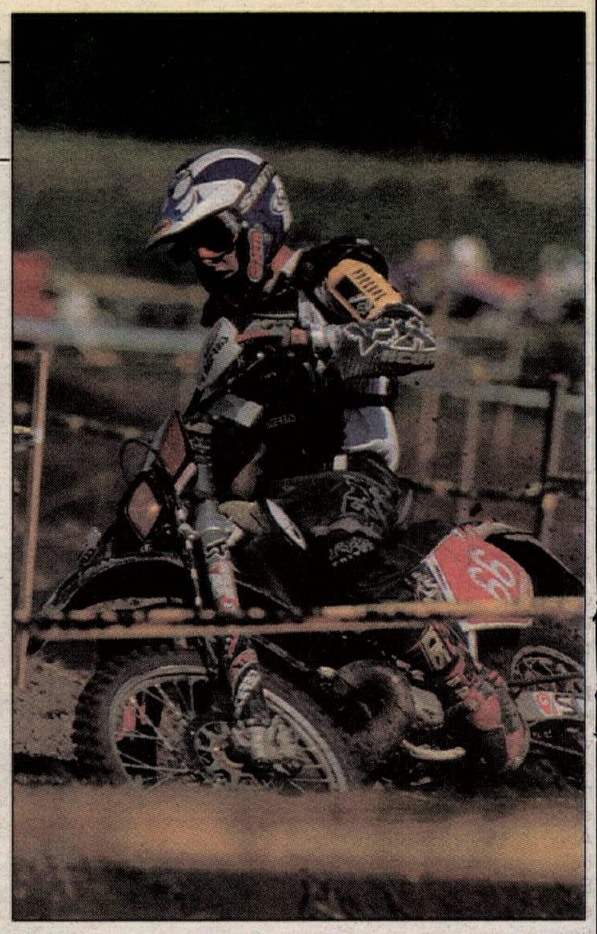
Many of the U.S. riders came prepared for wet and cold weather conditions in Finland where the average rainfall in August is over 12 inches and the average high temperature is in the low 70s. However, the American contingent, totaling around 100 people, including riders and support people, found quite the opposite. Shorts and short-sleeve T-shirts were in order right up to the start, and the forecast for the entire week of the Six Days was **hot** and **dry** (which, as it turned out, was exactly the case). After preparing for mud, the riders had to instead prepare for dusty trails. This year's event marked the first time it would be held in Finland and also was bumped up a month earlier than usual to take advantage of the warmer climate and the long days. At this time of year here, the sun rises about 4:30 a.m. and sets around 10:30 p.m.

And speaking of the trails, it was first announced that the Finnish Six Days would feature "short days," meaning low mileage that the competitors would have to ride each day but would "make up for it" by beating them up on tight, gnarly and challenging trails. However, when the daily mileage was posted by the organizers prior to the event, 190-plus-mile days were the "norm." Because of pressure from **environmental** groups, the organizers were forced to utilize mostly paved roads and make up for it by increasing the mileage of the event. "This will probably be the future of the Six Days," said U.S. Trophy team manager Dave Bertram. But, as it turned out, the organizers did live up to their promise of providing challenging trails that put many riders into survival mode after day one. Days one and two would consist of two loops, totaling 210 miles each day, utilizing the exact same trail and tests (run in the same direction). Day three would be the longest day with 240 miles on the agenda, utilizing mostly new trails, while days four and five would put the riders on the same loops as used on days one and two but with some minor changes. Day six would feature a short 30-mile trail taking the riders to the MX final test on Saturday.

Chase riding at the Six Days has reached a new level. For the first time, the chase riders for the U.S. World Trophy and Junior World teams will be carrying rented **cellular phones** in their fannypacks. This means that the chase riders will be able to phone ahead to the checks to prepare them (the check workers) for an incoming rider who might need a part or a tool. Plus, the phones will be used to help the riders determine what kind of trail pace they need to maintain between checks. How? During the first loop each day, Randy Hawkins, the first American rider out on the trail, would come into, for example, the second check and whatever extra time he had at that check would be relayed to the previous check (check one) which would again be forwarded to all the riders, who then would have a rough idea how hard they need to push it between each check. In other words, if Hawkins only has a minute to spare, then you know you have to wick it up.

Each of the U.S. World Trophy team riders had their own chase riders in Finland, and those riders combined have more ISDE medals than

ENDURO | 71st International Six Days Enduro



(Left) The Finnish Six Days drew fewer than 300 entries. High expenses in Finland scared many riders away. (Right) U.S. Trophy rider Chris Smith added yet another gold medal to his collection. (Below) John Nielsen (268) is greeted by teammate Guy Cooper after officially clinching the Club team win.

(Above) Home country hero Kari Tiainen surprised no one by winning the 500cc Four-Stroke class. (Right) U.S. Junior World rider Brian Storrie nearly houred out on the last day because of a broken chain.

the Trophy team itself. Ty Davis had 12-time ISDE gold medalist **Jeff Fredette** keeping an eye on him; Scott Summers had **Charles Halcomb** following him around; Chris Smith had his brother **Drew Smith** as his chase rider; Rodney Smith had **Mark Hyde** watching over him, and Steve Hatch and Randy Hawkins had **Kevin Hines** and **Dale Segal** (Hawkins' mechanic), respectively, watching out for their best interests.

Rider turnout for the Finnish Six Days was significantly lower than usual. It's not unusual for the ISDE to draw over 400 entries, but the rider count in Finland was 259. "It's just too expensive here," said Ireland's lone rider Ian Graham. "We just can't afford to ship our motorcycles here; the (money) exchange for us is bad, and it's just plain expensive. But we'll have a full team next year (in Italy)." Many other countries trimmed back this year as well, including Canada, which was represented by two riders; Poland, the winner of the Dutch ISDE in '93, was unable to scrape up six riders to field a Trophy team, and neither were countries such as Austria and Wales. Some of the traditionally stronger countries, such as Great Britain, Australia, France and Holland did not field their best possible teams, as some of their respective off-road stars chose to stay home. The United States, however, fielded one of the largest teams despite the high costs. (Gasoline, for example, equaled approximately five dollars a gallon in U.S. currency, and a $15 "bare minimum" meal was considered a good deal). In all, 13 countries were represented in the premier World Trophy class and 10 countries in the Junior World division.

For the second year in a row, the **"re-impound"** rule was put into effect. Basically, this rule lets a rider who has houred out the opportunity to re-impound his motorcycle at the end of the day and finish out the event. A rider can only re-impound his motorcycle once. However, one who takes advantage of this rule is not eligible for a medal. The rule, which was first put into effect last year in Poland, will be dropped following this year's event.

Another new rule that first went into effect last year soon will be history. After Finland, no longer will a rider's worst score on the World Trophy or Junior World teams be **thrown out**. This rule was tested after the Italians complained following the Dutch Six Days in 1993 that the winning team - Poland - had a worse score than they had incurred, even though the Italian team finished the event with only five (of six) riders still running. Starting again in Italy next year, all the team rider's score will count towards the team's overall finish.

A relatively jovial **opening ceremonies** were held for the Finnish Six Days on Saturday afternoon. All the teams from each country gathered up in Parc Ferme and marched (ala the Olympics) about 300 yards to the city square in Hameenlinna. There, the vice mayor of Hameenlinna and the president of the

Finnish Motorcycle Association welcomed all participants. Even Finnish hero, Four-Stroke Enduro World Champion Kari Tiainen, got up on the stage and said a few words. Other activities included a trials demonstration, a log house-building contest and a live rock band that played late into the evening. Vintage motorcycles also were on display, and a huge beer garden was set up for those who wanted to try some of the local Finnish brew.

Tech inspection got under way Friday, August 8, and most of the American riders made it through relatively easily. Usually the sound tests give the riders the most grief, having to pass the 94 dB. limit, but only a few were sent back to the pits for more packing, including Scott Summers and his XR600. It took him two tries.

Italy hosted the traditional "next year's ISDE host-country" party in Finland. The 1997 ISDE will be held in Brescia, Italy, located at the foot of the Alps and approximately 125 miles north/east of Milan. Just like in Finland, the event will be held in the warmer month of August, 19-24. The last time the ISDE was held in Italy was in 1986 in San Pelligrino, near Bergamo. Bergamo is about 53 miles south/west of Brescia. This will be the ninth time the event will be held in that country. In 1998, the ISDE will return to Australia, followed by Portugal in 1999 and France in 2000.

The U.S. Trophy and Junior World teams wore red, white and blue uniforms in the opening ceremony parade (and later on at the closing ceremonies) that was donated to the teams by **Oxbow**. Randy Hawkins worked out that deal with Oxbow, a company more associated with soccer. "It's hard to take a soccer company into sponsoring a motorcycle team," said Hawkins, "especially this year with the Olympics. But they really helped us out."

Arai Helmets also donated 30 blue and white "skunk" helmets to the U.S. team riders, and CycoActive Products also gave all the American riders **Scorecard Holders** and six **BarPacks** to the chase riders.

Opening day began under clear blue skies with temperatures reaching as high as 80 degrees, which would pretty much be the standard all week long. Most of the riders had come to Finland prepared for cooler temperatures and rain, but hardly anyone complained, except about the dust as a result of the warmer-than-anticipated conditions.

Finland jumped out to an early lead, heading Italy, Sweden and the United States at the end of the day, but the U.S. contingent was quite content with their team's fourth-place getaway. It was the team's best opening-day finish in recent memory. However, Davis wasn't happy with his ride. "The first test I was a little tense," Davis said. "The second test I felt better, but I'm 20 seconds off the pace of the Italians. One test I didn't do so good, dust is a major problem. I caught two or three guys in the test and you can't close the gap because of the dust. Kind of like desert racing but you can't get off the course."

In the 175cc class, Sala would set the fastest times in three of the five tests, while the other two were won by Edmonson. Davis was well off the pace, finishing fourth, ninth, fourth, 10th and 12th in the five tests. Rodney Smith's combined times were some six seconds faster than Davis', and even Hawkins' combined 125cc times were about five seconds quicker than Davis'. Hatch wasn't far off the pace, either, nor was Chris Smith.

"I had a good day," said Rodney Smith. "I had a good first test but could never get going in the second; you'd catch slow guys and the dust was holding me up. One time I fell - I guess I had some ups and downs." As far as the trail: "Lots of rocks, but not as much road as everyone thought," he said. "But it was nice to see the road now and then."

While Hatch posted some good times in the tests, his day already was blown with 20 late-start penalty points that occurred right off the start when his Suzuki fouled a plug. "This is my seventh Six Days and I've never had to change a plug. It died and I had to push it across the flags. That was kind of a bummer."

Hawkins blazed the tests, finishing seventh in the 125cc class at the end of the day. "We've been fighting jetting all day long, scared to go hard the first two tests," Hawkins said. "We finally got the jetting right so the last two test rode really hard."

Despite his promising test scores, Hawkins still was no match for the Finnish Husqvarna rider Silvan, whose combined times were 43 seconds faster than Hawkins' times. Silvan topped the day's 125cc scores by 1.57 seconds over teammate Ahola.

Swede Anders Eriksson topped all the 400cc Four-Stroke riders, while Tiainen smoked the 500cc Four-Stroke class. Scott Summers put together good test scores but was docked 360 route points for rolling through the second-to-last check early. During the course of the day, the organizers added five minutes to that particular check to give riders plenty of time to work on their motorcycles before impounding. Unfortunately, Summers did not get the message. A protest was filed but the ruling was upheld. Luckily, in the long run, those penalty points did not cost the team any positions.

At the end of the first day of competition, Finland headed the leaderboard over Italy and Sweden. The United States held an encouraging fourth, only a few points ahead of France. Sweden enjoyed a modest lead over Finland in the Junior World division, followed by Italy, France and Spain. The U.S. team was sixth

(Left) Finland's Petteri Silvan dominated the 125cc class. (Far left) Off-road superstar Stephane Peterhansel of France had a quiet Six Days, finishing ninth overall.

Briefly... (Day 1 - Monday)

Manny Garza, of the Trail Riders of Houston club team, was one of the first U.S. casualties of the Finnish Six Days when his Yamaha YZ125 simply quit running. "Lost all fire," said Garza. "Doc Hill (the U.S. team doctor) was passing me in a car and he came back to me. We figured out it was the ignition and he drove to Parc Ferme and back, and we did a complete ignition overhaul - black box, coil, everything, on the trail." Unfortunately, Garza houred out but took advantage of the re-impound rule and was allowed to start day two.

The rocky and dusty trails got the best of Appalachian Dirt Riders' **Andy Knapp** in the early going. Borrowing the quote of U.S. club rider Russell Cherry last year at the Polish Six Days, Knapp said he was "riding for gold to the first check, then for silver at the second, and just to finish after the third check. I'm in survival mode now," said Knapp at the end of the day. Knapp, the younger brother of Junior Trophy rider Don Knapp, would end up on bronze.

Los Lobos MC's **Ron Lawson**, riding a Honda XR400, was having a good ride on day one before suffering dehydration and crashing near the end of the second loop. He arrived at the last two checks late - 12 minutes all together - and came into the U.S. pits looking a little worse for wear, as did his bike with its front number plate ripped off. After impounding his motorcycle, he was taken to the on-site medical facility where he was treated for dehydration with an IV. Lawson recovered quickly and vowed he would start day two. He did, and would go on to finish the event, taking home a well-earned silver medal.

ISDE veteran **Fred Hoess**, riding a Suzuki RM125 on the Daytona Dirt Riders club team, admitted at the end of the day that he was not all that disappointed when the road sections came up. "I love the rocks, but it was tough out there - really tough," said Hoess, who throughout his Six Days career has garnered eight gold medals out of 10 tries. "But I didn't mind seeing the road; it was nice - usually we don't say that."

Hoess' teammate **Guy Cooper**, who just two weeks earlier was mixing it up with Steve Lamson and Kevin Windham at the 125cc National MX round in Troy, Ohio, said, "This is hard work for a trophy. It's so rocky and the dust is bad; everyone's wrists are going to hurt tonight. But overall, I thought the day went good. My tests were really good, but I started getting a little tired late in the day and I fell over once in a test." Cooper struggled with jetting all day. "The bike was running a little lean for the roads." At the end of day one, Cooper sat in 19th place in the 125cc class. His best test score came in the very first special test of the day, where he was third-fastest behind the Italian Petteri Silvan and Czech Republic rider Roman Michalik, who would later suffer problems and hour out. Cooper's times for the rest of the day would be less than spectacular, turning in three 26th and one 15th-fastest scores.

Tommy Ady, of the *Cycle News* Riders club team, was hobbling around at the end of the day with what he suspected to be a broken foot. "I had just finished a special test at the ski jump, I was all done with the test and there was this ditch, like a hundred yards, I was going through that in third gear and there was a boulder there and I nailed it with my foot," Ady said. "I just tumbled. There was a guy right behind me and he did the same thing, he landed right next to me. It ripped the sole right off my boot, and I think I broke my foot. The guy in back of me was out cold - really bad. The next guys about five minutes behind me said he was still out when they came by. There were weeds blocking the boulder." Ady had to ride nearly the entire loop without the sole of his boot. "It sucked," Ady said. "I taped the sole back on with packing tape, but that didn't work so good. Eventually it (the sole) fell off for good. But at least I didn't lose any time."

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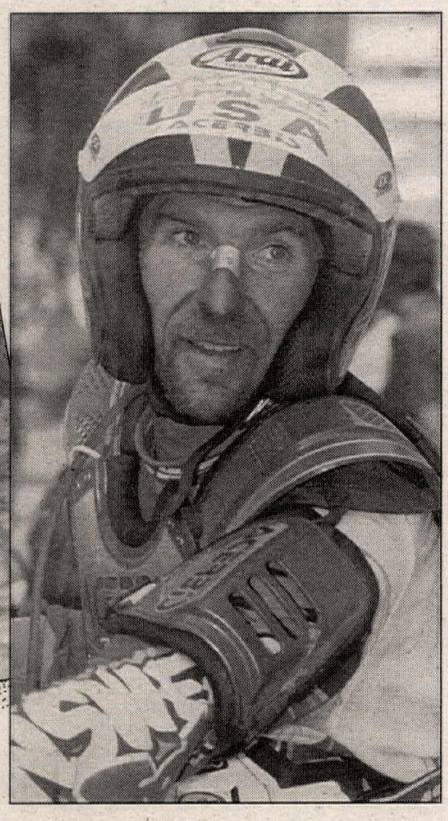
(Right) At age 49, American Tom Ebersole was the oldest rider entered in the event. He took home a bronze medal. (Below) Fred Hoess (shown) and Guy Cooper were the only U.S. Club riders to earn gold.



Another rider who had an interesting day was Los Lobos team member **Kevin Yarnell**. "Seven miles out I must've taken a stick or something to my petcock and sheared off the barb fitting. I didn't realize it till I ran out of gas. I ended up taking that free-flow check valve for the vent hose, trimmed it down, jammed it up in there and then fed the hose around in there - it got me in. It was dribbling gas the whole time, and when I got to the next check, we got some epoxy and tape. (Meanwhile) Wendy (Yarnell's wife) drove down to Helsinki (approximately 60 miles) and got me another petcock at a Honda shop. All and all I can't complain. I was able to keep going and that's the whole object (of the Six Days). Still, it was fun but I've never seen so many rocks in my life."

Not only were rocks and dust a big concern for the riders but so was avoiding getting speeding tickets from the local police. Junior World team rider **Don Knapp** was one of many riders who got popped for speeding. "I guess I was speeding," said Knapp. "They pulled me over, wrote down my name and number, what country I was from, so when I got to impound today (at the end of the day), they were waiting there for me. But about every third or fourth rider was getting pulled in by the police, they had a stack of tickets. I had to pay the fine. They asked me, 'What I do (for a living),' and I said, 'I race motorcycles.' Then they asked how much I make a month in American dollars. I said, 'Well, I make $500 a month.' I lied. They base how much they fine you by how much money you make. They fined me 300 Finnmarks (about $75). Besides that, I was worried about being disqualified, because according to the rules if you get a traffic violation while competing, that's it, you're done. You're disqualified from the event. I'm still in, it looks like this is just a way for them to make money."

TM rider **Mike McCarren** of the Appalachian Dirt Riders dropped 40 minutes on the day, putting him on bronze. McCarren said he bent the front brake rotor in a crash.

Day two, another warm and sunny day, saw Davis get back on track and beat Sala and Edmondson in the last two special tests of the day. Through the other first four tests, Davis went 4-4-5-2, while Sala went 1-3-3-3, and Edmonson 2-2-1-1. When all the times were added up for the day, Sala, again, was the overall fastest in the 175cc class, beating Davis by 6.42 seconds, while Davis nipped Edmondson by 0.9 seconds. Laaksonen was next fastest, followed by Australian Shane Watts and Peterhansel. One second off Peterhansel's pace was Rodney Smith, followed by Hatch and the Italian Pellegrinelli.

Silvan completely annihilated the 125cc class for the day, setting the fastest times in four of the six tests and the second-fastest times in the other two. He would finish out the day 26.25 seconds ahead of his teammate Ahola.

Except for the first test were he was 15th fastest, Hawkins posted respectable times, going 15-3-4-8-3-4, putting him in fifth place for the day. "Couple of bad; couple of good ones," Hawkins said referring to his special tests. "For some reason, I'm having a real hard time with the ski resort test." Still, his times were significantly better than those turned in by Cooper, who would finish out the day in 13th, 123.72 seconds off Hawkins' pace.

Swede Anders Eriksson continued to dominate the 400cc Four-Stroke class on his Husqvarna, winning all but one special test for the day. Club rider John Nielsen turned in the combined best score for an American in 13th in class, finishing out the day two places ahead of Junior World rider Don Knapp.

Summers had one of his best days by setting the fastest times in the 500cc Four-Stroke class twice but would still finish out the day in third place, some 44 seconds behind Tiainen and Swede Peter Jansson.

"Better than yesterday," said Summers. "Made a couple of mistakes but they weren't too time-consuming as yesterday's. I got turned around in the first test, kind of a 180, but I never did fall. The last test I fell over - ruts got really deep in the sand pit test. Luckily I didn't stall the motor."

As far as the trail: "A lot rougher today, and dusty," Summers said. "I rode with Kari (Tiainen), Bubba (Czech rider Bohumil Posledni) and Farioli. All four of us had fun today. In the rock sections we'd stay together so we wouldn't dust each other out."

Amazingly, Silvan, aboard a 125cc, had the best overall individual score for the day, topping Sala, Davis, Edmonson and Ahola, in that order. Hawkins was ninth best, followed by Watts, Peterhansel and Rodney Smith.

Finland again recorded the best score on the day to maintain its lead over Italy, but the U.S. team moved up to third, relegating Sweden to fourth. Swedish Trophy team rider Joachim Hedendahl had problems in one of the special tests, while another member crashed and lacerated his shoulder.

In the Junior World division, Finland climbed to the top, dropping Sweden to second, while the U.S. team moved up one position to fifth, despite losing one of its riders, William Hamilton.

"On Monday, I was in the last special test and went to wheelie through a dip, and there was something sticking out of it that I didn't see," Hamilton said. "When I came out of it, it came down on my peg and really screwed the top of my foot up. I tried to ride today and everything was okay until I wheelied through a whoop and cased the other side and felt everything bust (in his foot). I just came down - my foot a little too far back - and busted three bones behind the toes. I'm going to have to have surgery when I get home."

Briefly... (Day 2 - Tuesday)

Spirits were high in the American camp following day two, much of which had to do with the excellent performances turned in by all of the U.S. World Trophy riders, and the improvement of the Junior World team, but there was more than just that to get excited about. In the Club and Manufacturer's team divisions, the **Daytona Dirt Riders** - Hoess, Cooper and Nielsen - and the **American Suzuki** team - Hawkins, Rodney Smith and Hatch - were both running a strong second. "We're pretty psyched about that," said Hatch. "That (a win) would mean a lot for Suzuki." At this point, the American Suzuki team is sandwiched between leaders Husqvarna Europe and KTM - Farioli. "I'm real happy about that," said Nielsen of the success of his club team. "It'll be interesting to see how things unravel. I don't know if I'm on gold or not, but I do know I have to keep 'er on the gas." Nielsen's teammate Hoess said, "I had a good day, little things here and there. I lost my (rear) brake in one test; I must've been dragging it or something. I had to ride the whole test without the brake, and *that* was a drag."

The Finnish Six Days began taking its toll on the U.S. team on day two, as a few of the club team riders began dropping out. One of those riders was **Vincent Davis** of the Appalachian Dirt Riders. Davis took himself out of the running early in the day after developing kidney problems. "I've been having problems with my kidneys ever since I hurt my back last year," Davis said.

"If you told me yesterday that I would finish today, I would've thought you were nuts," said **Ron Lawson** who suffered dehydration the previous day. Dehydration got the best of Boise Ridge Riders' **Kelly Crenshaw**. The Kawasaki rider called it quits after the first loop.

TM rider **Rick Crossland**, of the Missouri Mudders, had to pull out of the event. Crossland, riding a TM 300, crashed and severely tweaked his knee, and never even made it to the first check.

A number of countries lost at least one **World Trophy** team rider on day two, including two riders from Mexico, and one rider each from Germany, Australia, Spain and Czechoslovakia. Countries that lost a **Junior World** rider included Czechoslovakia, Spain, Germany, Mexico and, as mentioned, the United States (William Hamilton). A Dutch Trophy team rider reportedly fractured his wrist but managed to finish out the day, but not before dropping numerous route points.

Ignition problems put Trail Rider MC's **Ken Tomeo** into survival mode. The KTM rider lost many points on the day, ending any chance he had of a gold or a silver medal.

U.S. Trophy team rider **Ty Davis** spent much of his day riding with Italian Enduro World Champion Giovanni Sala, Great Britian's Paul Edmondson, Australian Shane Watts and multi-time ISDE individual overall winner, Frenchman Stephane Peterhansel, and got a chance to study these off-road superstars' trail techniques. "Edmondson is the only one that's impressive," said Davis. "Everyone else rides like me - like a squid, dabbing all the time. Edmondson never puts his feet down; he just goes through it (rocks) like nothing's there. There was this one mud hole, Sala was dabbing all over the place, Edmondson went through it like it was nothing. Sala's legs were flailing. Peterhansel is good - he's really smooth. But I saw him almost eat it big time. It was kind of funny, he looked back at me and I shook my head. He caught a rock and almost

augured in. You never get a chance to see Peterhansel almost eat it very often."

Steve Hatch rode with his "hero" all day, Swedish rider Joachim Hedendahl. "We rode together in Australia in '92," said Hatch, "and I guess he's always been my hero. It's neat riding with these guys - Hedendahl, Rodney (Smith), Ty (Davis), it really bumps you up to a new level. Now I'm beating him (Hedendahl); he lets me go ahead. That's pretty neat."

More speeding tickets were handed out today, and one of the recipients was U.S. Junior World team rider **Brian Storrie**. "There was a sign saying radar ahead, but it's really hard to determine how fast you're going," said Storrie. "I was riding with a Finnish rider and the police pointed to the two of us to pull over, but a course marshal pointed to the Finnish guy and the police let him go but gave me a ticket. That really made me angry. At impound, they had my number and I had to wait in line for about 45 minutes to get my ticket. There were at least 15 guys in line! They asked me how much money I make to determine the fine - I lied big time. I told them about a hundred dollars a month." Italian Trophy team rider Giovanni Sala reportedly got a ticket, too, but told them his income was - zero. "I make no money," he said.

U.S. club rider **Tommy Ady** completed the day despite his sore foot. "No, it's not broken but it hurts a little," he said. Ady narrowly missed out on getting a speeding ticket. "The other two guys on my minute got tickets," Ady said. "I got to the finish, a cop pulled me aside, had my number on a sheet but my number wasn't circled, everyone else's was."

Perhaps the rider having the most fun of all up to this point was U.S. Junior World team rider **Mike Lafferty**. "This is my first Six Days - it's cool, I like it a lot," said the KTM rider who hails from New Jersey. "It's all riding, riding, riding, then the special test when you got to go. I'm enjoying it. Yesterday, at the first test, I felt a little nervous, I was riding like a squid. I've never ridden a motocross course before, never, ever. But this is really cool; I wish a lot more people (from the United States) could come out to travel and see something like this. Real fun."

Jim Conner, of the Trail Rider MC team, had a stressful day. "All the spokes loosened up in a real short time period," said Yamaha YZ125-mounted Conner. "It caught me off guard so I had to tighten what spokes I could at one check, go to the next check and they came loose again. So, finally I took a few minutes - lost some points - to tighten the whole wheel up."

Day three would be, mileage-wise, the longest of the week at approximately 240 miles, which included plenty of pavement sections. The riders would also see two new tests - the railroad and Southwick tests.

Davis got his day off to a great start by setting the fastest 175cc time in the first special test (ski resort) of the day. He edged out Sala by two seconds; Laaksonen by three seconds, and Edmondson by seven seconds. However, in the next test, Davis wouldn't have it as good. "I got smoked," Davis said. "It was a grass track and I knew I would (get smoked). I have a hard time with those grass tracks. I tried as hard as I could and almost ate it a couple of times - slippery."

Davis would finish fourth on the day behind Sala, Laaksonen and Edmonson. Finishing right behind Davis was Peterhansel, followed by Italian Junior World rider Matteo Rubin, Watts and Rodney Smith. Chris Smith had a good day, finishing 13th in class.

"Better, getting there," said Smith. "Getting more comfortable with the tests today. Made a couple of mistakes but no spectacular crashes."

Up to this point, Smith had been bothered by sore wrists. "When I get into tight trails, start hammering those rocks, they start to hurt a lot," said Smith. "I've been icing them every night and today they were all right, but still painful."

Mike Lafferty changed a rear tire but ran out of time to finish the front; here he rides into impound on the front rim.

Hatch had a tough day. "In the very first special test, there's a long straight and they put in two jumps you could probably double," he said. "I didn't double those, I just jumped them, then I had total brain fade. I was excited to get over those without any problems and I forgot totally about the next two jumps. I was in fourth gear, wide open, when I finally saw it (the jumps). I hit the brakes, knew I was going case it, so then I pinned it, jumped right into the face of the second jump and got kicked sideways and it threw me way up in the air. I just jumped off. The bike shot up and got stuck in a tree. Things got better after that."

In the 125cc class, Cooper enjoyed his best day, finishing fifth overall for the day, while Hawkins labored with mediocre test times. "It's like those pro golfers," explained Hawkins. "They can smoke it for days then, one day... Just couldn't get it together today. I had no real problems but just didn't do anything good." Hawkins ended up 11th for the day.

Eriksson continued his blitz on the 400cc Four-Stroke class, while Italians Rinaldi and Nicoli ended up 2-3 on the day. Knapp was the top American class finisher in ninth.

Jansson beat out Tiainen by six seconds for the day's top honors in the 500cc Four-Stroke class. The Swede went 1-2-2-1-2-2, with Tiainen going 9-4-1-2-5-1. Slovakian rider Jaroslav Katrinak edged out Summers for third.

"Today went okay," Summers said. "I'm closer to Tiainen than I was yesterday. I feel like I'm going just as fast as I am comfortable. I have a lot to lose personally, because if I hurt myself I could jeopardize my cross country title back in the States. I have that in the back of my mind all the time I'm out there. I'm not quite going to use that last 10 percent for safety reasons."

Overall (combined classes) on the day, Sala again won out over Laaksonen, Edmonson, Davis, Silvan and Peterhansel. Rodney Smith was way back in 15th, just one spot ahead of Cooper.

"Dust is a problem in the tests," said Smith. "I keep catching up to the slower guys and getting dusted out. Sala, Edmonson, Davis and those guys are all riding together, so in the tests they don't catch each other and have it much clearer. I've got slow guys all around me."

Finland again topped all the teams in the Trophy division, increasing their overall lead on Italy, but better special test scores put Sweden just ahead of the U.S. team for third. France was clinging to fifth on the ever-closing Czech Republic team.

Despite losing to Sweden on the day, Finland maintained its upper hand in the Junior World division, with Italy third, France fourth and the United States fifth.

Briefly... (Day 3, Wednesday)

Speeding tickets were again the topic of the day Wednesday. Up to this point, 115 tickets (mostly for speeding) had already been handed out to the competitors. "It's ridiculous," said U.S. Junior World team rider Brian Storrie. "To maintain the speed average you have to go over the speed limit. I guess it boils down to what's more important, 60 points or $60. I'll take the $60." The problem was taken up at the daily jury meetings, and the organizers basically said there is nothing they can do about it. "A local guy told me that he does rallies, and the last rally they had was here," said Rodney Smith who was also written up. "He said they had a big problem between the club, the federation and the police. And I guess it was a big fight between all of them, and so they (the club) went to them (the police) before this race and tried to get in with them, and I guess they were jerks. They (the police) said, 'We'll show you who has the power.' And the guy says that now we're the ones who are paying for it." According to some of the riders who got tickets, they were told by the police that they are concerned about safety, because the local schools started up Tuesday. Most of the riders have been getting pulled over in town in radar traps, but some were caught speeding out in the country. To make matters worse, riders were warned Wednesday night that the police were planning to add 14 additional radar-equipped speed traps along the course Thursday.

For the first time, the U.S. Trophy and Junior World riders were treated to *real* meals in the U.S. pits immediately after impounding their bikes at the end of the day. A deal was made with the hotel that most of the American contingent was staying at, where the kitchen would whip up a batch of **spaghetti**. Unfortunately, after the hotel promised the United States a *good* price for the spaghetti, the team was given a bill of nearly $600 - for two days worth. That equals out to about $60 per plate. Needless to say, the United States ended that deal and bought a bucket of spaghetti from a local Italian restaurant for Wednesday, which was "Not that much cheaper," said support member Kathy Bertram. The team would buy and cook its own spaghetti Thursday, and Drew Smith donated his own spaghetti Friday. "I brought my own spaghetti to cook," said Smith. "So I just donated it to the team."

With the prospects of a top-three finish for the U.S. Trophy team looming on the horizon, the question was raised as to what is the best U.S. Trophy team finish in ISDE history? In 1982 the U.S. squad, made up of **Ed Lojak**, **Terry Cunningham**, **Mike Melton**, **Scot Harden**, **Wally Wilson** and **Mark Hyde**, finished second in Czechoslovakia. "That year it was more of a survival run than being the fastest," said team manager Dave Bertram.

So to what did **Randy Hawkins** attribute his somewhat lackluster performance on day three? "I think it was the blue today," said Hawkins referring to his blue-colored riding gear. "I wore blue today for the first time; I'm going back to red and yellow tomorrow. No more blue."

Doing anything to get the upper edge on the competition, **Ty Davis** had an IV Tuesday night. "I tried it," said Davis, "but I ain't doing it again. It's supposed to help rejuvenate you and keep you from getting dehydrated. I don't know, but I do know that my arm is sore from the needle."

Club rider **John Nielsen** had one of *those* days. "I rode good, but had a terrible day - if that make any sense," Nielsen said. "My day started going into Parc Ferme - I was all excited to change my Moose (foam inner tube) - you see, I'm not very good at (changing) them - in the 10-minute work period, when I was pulled aside and was given a breath analyzer, so that takes a minute or two, then I get stung by a bee three times, got a speeding ticket, and I think I lost my box of tools. That was pretty much how my day went. Luckily, I didn't lose any points, and had good tests. That part was fun."

Senior team rider **Tom Ebersole**, at 49 the oldest rider on the U.S. team and the oldest rider in the entire event, was happy to have reached the halfway point. "I've got a bad cold; things are coming around," he said. "I got a ticket today. I didn't know my bike, a CRE 250 with the MX transmission, could go that fast - 100 Ks (about 60 mph). Overall, I'm having fun, it's kind of like Tulsa (1994 ISDE) but more fun. They've got some really good trails here."

Travis Bamford of the *Cycle News* Riders was another rider happy to see the halfway point. "I was beginning to have my doubts this morning," he said. "I thought, 'Jeez Louise, what did I get myself into?' But we're having fun. I'm just trying to be consistent and go as fast as I can without crashing too badly." Up to this point, Bamford had not lost any route points.

Struggling with a sore wrist was **Fred Hoess**. "It's been bothering me since Monday; it's tendinitis or something," Hoess said. "Today it really hurts and is swollen. I've never had problems with it before, but I guess it's all the pounding here." He also escaped injury when he crashed hard in a special test. "In the first test, I hit a stump and the seat came up and hit me in the back. I heard some noise, like a bone cracking, and thought, 'Holy crow! I'm still all right, doesn't really hurt - that's odd - it should be hurting.' I got back up and thought, 'Humm, guess I'll keep going.' I figured if you really hurt your back you'd know it."

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(Left) Swede Anders Eriksson smoked the 400cc Four-Stroke class. (Below) U.S. Club rider Ron Lawson required medical attention because of dehydration after day one. He came back to finish the event on silver.

The U.S. team was a little discouraged to fall back to fourth after day three, but that wouldn't last for long when Sweden's Peter Jansson failed to start the day after getting sick during the night. He was reportedly so ill that he couldn't even get out of bed. Sweden's problems continued when Trophy rider Joakim Johansson had problems in the second-to-last special test, losing over 200 seconds to the top riders' scores, and another Trophy rider, Ulf Orrvik, dropped 1980 route points, including 20 late-start penalty points.

Things didn't go much better for the Italian Trophy team either when Rinaldi crashed and banged himself up pretty good. He dropped 1260 route points.

Even the U.S. team suffered problems when Rodney Smith disappeared. "After my third crash (in a special test), I saw Rodney go by," said Hatch. "Then I saw him in a turn standing there, I guess his bike seized."

Smith confirmed Hatch's assumption after riding up to Parc Ferme at the end of the day well after houring out. "Basically, earlier today, it stuck a ring or something," Smith said, "and then it locked up solid in the last test. There was nothing I could do, everyone was watching.

"I knew after the first time something happened (to the engine)," Smith said. "I took it easy after that test because I was afraid it was going to blow up. I made it through the day, put a bigger mainjet in it, and it was running pretty decent, so I wasn't worrying about it. But it seized. We tried to get it rebuilt and not hour out but time ran out. We got it going and rode it to the next check, it was kind of pinging. When I came in, I looked down at the motor and it was on fire. The check people were yelling at me. I jumped off the bike and threw dirt on it. We just slapped it back together and I guess the (carburetor) vent tubes were hanging down or something. I guess you can say I went down in flames."

Smith was now the team's throw-away score for the rest of the event, but the team came awfully close to losing its third place position when Hatch came in limping badly.

"Everything was going good until the last 45 minutes," Hatch said. "In the last test, I crashed four times, then hit my foot on a rock - I just hope it's not broken, but there's something wrong."

As it turned out, Hatch did break a bone and tore ligaments in his foot.

But one rider who was having a good day was Davis, who was continuing his week-long battle with Edmonson and Sala. Davis posted the fastest time in the fifth test, but Sala won the rest. Edmonson was right there, too, and when their total times were added up for the day, Sala was again the day's class winner followed by Davis, who edged out Edmonson by 0.35 seconds.

"Edmonson and I battled back and forth all day," Davis said. "It gets a little frustrating when I beat him (Edmonson) by one stupid second, that's nothing. You can't make anything up. If I rode like this Monday I'd be right there today (for the overall). That day is really killing me. One second! And then Sala's just kicking our butts big-time - he's in another league."

For the fourth straight day, Silvan topped the 125cc class, while Hawkins posted decent times ending up eighth on the day.

Tiainen won four of the six special tests in the 500cc Four-Stroke class, with Farioli taking second and Posledni third on the day. Summers played it safe, going 8-7-7-7-6-10 on the day for seventh.

Despite Smith's DNF, the U.S. Trophy team jumped back up to third behind Finland (601.72 points) and Italy (839.31). Unfortunately, the U.S. team was a distant third with 1578.77 points and had no realistic chance of catching Italy, unless a couple of Italian riders, or Finnish riders for that matter, dropped out, but the Czech team was still within striking distance, only 209.48 points behind the U.S. squad. Sweden dropped all the way back to seventh.

Finland again nipped Sweden for the day's overall win in the Junior World division, stretching out its overall lead to a fairly comfortable 232.78 point margin.

Briefly... (Day 4, Thursday)

The **Daytona Dirt Riders** - Fred Hoess, Guy Cooper and John Nielsen - moved into first place in the club team division, a first for an American club team, but a narrow escape by Cooper made it nearly not happen. "I had a big mishap," he said. "In the first special test at the ski slope, in a fast section, I hit a hole I didn't see. It pitched me feet up over my head and came back down, bulldog, beside the bike. I was trying to slow down running along side the bike, but I was already veering off (the trail), and me and the bike went off this cliff. It was amazing that it (the bike) hit a cedar tree and stopped. I picked up the bike and side-hilled it for about 200 feet before I could get back up to the trail. I lost about 30 seconds. I was ripping it before then."

U.S. Trophy team manager Dave Bertram recruited as many people as possible to act as **"spotters"** in the special tests on day four. "We need to make up two minutes (on the Swedish team) and every second counts," he said. "If we can position line-pointers to point out the best lines to our Trophy guys in all the special tests, well, maybe we can help them cut a few seconds off each rider's times. If we can gain a few seconds with each (of the six) riders), that would save about 12 or so seconds all together at each test, times that by six tests on the day, that would be 72 seconds, over a minute. If anything, we're there to encourage them." In all, about 10 spotters, all wearing blue T-shirts, lined every special test at critical areas, pointing out the "hot" lines to the U.S. Trophy riders. Did the plan work? "It's hard to tell, but I think so. Hey, Ty Davis beat out Paul Edmonson by .35 seconds for second overall on the day, so we'd like to think the effort helped out." Most of the U.S. Trophy riders felt having line-spotters helped.

Despite going back to the same hammered trail used on days one and two, all of the U.S. club riders made it through the day. One of those riders was **Kerry Clark**, of the Cycle Gear Racing team. "Yeah, still going," Clark said enthusiastically. "But I can't get my rhythm in the sand pit (special test) at all - the whoops are four feet deep. I'm sick of the rocks, it's kind of like riding the whole NETRA series in six days - twice! You know what it is? I feel stupid out there, I feel like I'm one of those mice stuck in the slot, going around, and around, and around, and can't get out." "I know what you mean," reiterated Chris Smith. "I feel all proud of myself when I find a smooth line that nobody else rode."

After struggling with tendinitis in his wrist the day before, U.S. Junior World rider **Mike Lafferty** was all smiles at the end of the day. "My wrist was pretty bad yesterday, but the doctor shot it up last night and today it just felt awesome," said Lafferty. "We taped it up so it's kind of hard to move; I have to move the whole hand. Overall, today went great. It's day four and, man, I'm here - one more day! Then the MX test. I'm digging this but the tests are getting hammered, especially the sand-pit test. It's completely hammered; it's full grind - sand whoops, oh man, just chewed, hammered, destroyed. Never seen anything like it before in my life."

The United States went into conservative mode on day five. Knowing they didn't have a shot at second, the U.S. Trophy team didn't want to make any mistakes, such as dropping route points, to stay ahead of the Czechs. "We had a team meeting last night," said Hawkins. "We can't catch the Italians, but we have to stay ahead of the Czechs, we decided to take it easy, I just kind of backed off today, short-shifted my bike, trying to save it and get it to impound, so all we have to do is get around the MX track tomorrow."

Davis however, must have missed the meeting. He had a score to settle with Edmonson, and the rest of the top Europeans. He went out and posted some of the fastest times of the day, but still couldn't quite top Sala for the overall day win. In the very last special test, Davis did beat Sala and Edmonson for the fastest time in the test, but would finish second to Sala in the day's overall scores.

"I had to beat Edmonson in the last test," said Davis. "It was do or die. I went as fast as I could, took chances, kept it pinned. When I went to back off, I just tried to make myself gas it, tell myself, 'Just keep it on.' So I'd keep it on totally out of shape, 'But don't back off.' I didn't back off today, my goal is to win this thing. As long as I can keep beating these guys, I get my name out, I'll be a threat to them. If I just kind of cruise, they're going to think, 'Oh, Ty's no good.' I want to be a thorn in their side."

To no one's surprise, Eriksson topped the 400cc Four-Stroke class again, as did Silvan in the 125cc class, while Tiainen won three out of the four special tests held this day to top the 500cc Four-Stroke class.

The U.S. team accomplished its goal of maintaining third after the end of the day, while the Junior World team held on to finish fifth.

Briefly... (Day 5, Friday)

"It's kind of a relief being here after day five," said Cycle Gear Racing club rider **Jeff Kirchner**, who rode a TM 250. Getting past the third day was my wall I had to get through, I could barely limp in. Day four was good and today I stayed on schedule. It's amazing how your body gets torn down and then rebuilds itself and comes back strong again. I've been riding on bronze on all week - the beginning of the week tore me apart."

Dirt Rider MC's **Brian Bennett** was stung by bees three times on this day. "This one bee went down my jersey," he said, "and there was this Finnish guy on my minute. I kept telling him to punch me (in the back), but he didn't know what I was saying. 'Hit me in the back, right here, right here!' He must've thought I was nuts."

"I've been pretty lucky so far," said another Dirt Rider MC rider, **Dan Harte**. "Everything's gone pretty well. I don't think I'm setting the world on fire, but I'm getting through it, I guess. It's been brutal. I've only lost one route point so far out of stupidity. I melted a Moose, came into the check with plenty of time, and I changed it, used my grace minute and pushed across the line one second late. Frustrating. The whole idea is to ride and clean the whole thing (six days). I think I'm capable of doing that. Brain fade."

The third member of the Dirt Rider MC team, **Ken Tomeo,** was still cruising despite suffering many minor mechanical problems along the way. "So far so good," he said. "It does feel good to be here (day five), but there's one more day left so I'll be careful. I've always followed one of my coache', advice - one game at a time, one day at a time."

After dropping 40 minutes on day one, **Mike McCarren** was happy to finish out day five. "It's been one mechanical failure after another but nothing serious, just enough to slow me down," he said. "Just after the start this morning, I knocked the chain off the sprocket, lost eight or nine minutes. There's 30 miles left and I'm not taking anything for granted. I'm 39 years old and looking for the finish."

"I'll be glad when it's over," said Trail Riders of Houston's **Rip Woodard**. "If I ever come to Finland again, I will never bring a motorcycle. I almost houred out the first two days, just having (mechanical) problems or on the trail - stuck. Day three, I got lost, ran into some foreign little town, that put me about 20 minutes late. But it feels good, now - starting to see the light at the end of the tunnel. I'll tell ya what, though, I'm flattered to be in the company of some of these guys here." Woodard added that this will be his last race for quite some time. "I'm in the Air Force and when I get back I start training for a new assignment. This is kind of my farewell ride."

Despite a crash on day one, **Eric Koeller** of the Cycle Gear Racing team, was having an uneventful ride - that is, until day five. "In the first special test, I cartwheeled on a woods trail and smashed my throttle to pieces," said the TM 250 rider. "I dropped about 20 minutes to fix it. At first I taped it together, rode to the next check, they telephoned ahead and got me another throttle at the next check."

"My body is sore and bruised," said **Jerald Brownell** of the Boise Ridge Riders. "The first day I was trying to conserve energy - I've never ridden one of these (ISDE) before - riding slow, too slow, it was wearing me out. I was coming into the checks (saying) 'This sucks.' So then, day two, I went out rode hard all day and was early at checks and figured out that's what I needed to do - just ride hard all day, not worry about saving energy. After that it's been great." Brownell, riding a Husky in the 500cc Four-Stroke class, had the dubious honor of being the last U.S. rider in every day.

U.S. Trophy rider Randy Hawkins earned his ninth career gold medal. He finished seventh in the 125cc class.

All that was left now was the final MX special test and many were hoping to top things off with an American win in at least one moto, but it was not to be. With Rodney Smith out, Davis and Cooper were the two main riders the U.S. team was counting on.

The first moto to get under way was the first of two 125cc motos and would include Cooper and all of the top-placed 125cc riders. French rider Marc Olivier Joriot jumped into the early lead, but Cooper would pass him on the second lap and open up a seemingly uncatchable lead in the five-lap race. But, on the next lap, Cooper went down and dropped to seventh, ending any hopes he had of winning the moto. "I went way too hot into a turn, grabbed the front brake and washed out," said Cooper.

Slovakian Ivan Jakes, on a Husqvarna, won the moto with Cooper ending up fifth.

Pretty much the race everyone was waiting for was the first (of three) 250cc motos that would include the top 250cc riders, such as Davis, Sala, Edmonson, Peterhansel, Watts, Pellegrinelli, Laaksonen and Hatch.

When the gate dropped, Davis outjumped everyone but carried too much speed into the first turn, went wide off the course, and saw about 10 riders go by underneath him. Davis played catch-up but had little time in the five lapper. Edmonson smoked everyone. Watts ended up second, followed by Laaksonen, Davis, Sala and Peterhansel.

In the only 400cc Four-Stroke moto, Eriksson took the checkered flag going away over fellow Swede Martin Lind. Knapp, a former motocrosser, finished a respectable seventh in the moto.

The homecountry crowd was hoping Tiainen could cap off the event with a win in the 500cc Four-Stroke moto, but Slovakian rider Jaroslav Katrinak and Italian Fabio Farioli made sure that did not happen. Tiainen did finish third, then took a celebration lap with the Finnish flag in hand.

Briefly... (Day 6, Saturday)

What was supposed to be an easy cruise to the motocross special test was all but that for U.S. Junior World rider **Brian Storrie**. After five days of competition, his ride nearly came to an end during the 25-mile hop to the MX test when his chain broke. "When it broke, the chain bent the shift shaft and the bike wouldn't shift," said Storrie. "I managed to get a new chain and make it to the final check with nine minutes to spare." Creative use with a hammer on the shift shaft got Storrie's Kawasaki shifting again so he could ride the MX test. The broken chain dropped Storrie from a silver to a bronze.

Little-known fact: Over the course of the week, the U.S. team spent over 40,000 Finnmarks on **gasoline** to keep the entire U.S. team on the trail. That translates into approximately $9300.

Following six days of competition, **Guy Cooper** had nothing but praise for the top European riders. "I'm really impressed how fast these guy go - the top guys. When you watch motocross, or almost any motorsport that I've done, I can look at it and watch the good guys, and I go 'I can relate to it,' maybe I can't do it, but I can relate to the speed. Here, I'm taking chances and riding *very* hard. I'm really pinning it, and those guys are beating me by 40 seconds. It baffles me how fast these guys go. I know a couple of straightaways where there are trees on both sides with those big holes with roots and stumps in it. I back off because I know how hard a tree can hurt you. Those guys, I don't know how they can continue to do it every day like that. I take chances but I know I couldn't do it day in and day out. They're taking big chances, just seems like it to me. I'm slowly getting there. Instead of getting beaten by 60 seconds, it's now down to about 20 or 30 seconds on my good tests."

For the first time since 1991 when the United States won the Junior World class - Steve Hatch, David Rhodes, Chris Smith and Jimmy Lewis - in Czechoslovakia, the United States participated in the **awards ceremonies** following an ISDE event. The U.S. Trophy team members were awarded a trophy for their third-place performance, as were the Daytona Dirt Riders for winning the club team division. The American National Anthem was played in honor of the winning club team. The AMA's Hugh Fleming had the honor of awarding the winning Finnish Trophy team the perpetual world trophy. A fireworks display capped off the ceremonies.

During their celebration moments after winning the Junior World class, the four members of the Finnish team got together and lifted one of their team member's four-stroke Husqvarna for the cheering crowd and cameras. Right about that time, **Scott Summers** rode up on his Honda XR600 - he couldn't resist. With some encouragement from his fellow U.S. team riders, Summers got off his bike and singlehandedly picked up his big thumper in one clean jerk and held it against his chest for about 15 seconds. The crowd loved it.

"We had an outstanding **support crew**," said Drew Smith. "So grateful for these people who come for the first time and do what they do, it always amazes me." Even Davis praised this year's support people. "I have to personally thank all the pit support, all the volunteers who spent their own money and vacation time working checks, standing out there all day, pouring gas, getting dirty - there is absolutely no way we could do this without all the awesome support."

International Six-Day Enduro
Hameenlinna, Finland
Results: August 12-17

WORLD TROPHY: 1. Finland (909.25); 2. Italy (1096.26); 3. USA (2173.50); 4. Czech Republic (3224.32); 5. France (3247.39); 6. Slovakia (3545.32); 7. Sweden (4277.94); 8. Netherlands (5059.09); 9. Germany (5225.94); 10. Australia (5478.94); 11. Portugal (7767.49); 12. Spain (31401.23); 13. Great Britain (32932.49); 14. Mexico (52077.51).

JUNIOR WORLD TROPHY: 1. Finland (1920.39); 2. Sweden (2084.27); 3. Italy (2106.94); 4. France (3341.86); 5. Czech Republic (4799.43); 6. Australia (6555.36); 7. USA (7208.14); 8. Netherlands (7784.57); 9. Mexico (53660.01); 10. Spain (67672.13).

O/A INDIVIDUAL: 1. Giovanni Sala (KTM); 2. Paul Edmonson (G-G); 3. Petteri Silvan (Hus); 4. Ty Davis (Kaw); 5. Jani Laaksonen (Hon); 6. Rickard Larsson (Suz); 7. Mika Ahola (TM); 8. Fausto Scovolo (Hon); 9. Stephane Peterhansel (Yam); 10. Shane Watts (KTM).

125: 1. Petteri Silvan (Hus); 2. Rickard Larsson (Suz); 3. Mika Ahola (TM); 4. Fausto Scovolo (Hon); 5. Xavier Puigdemont (G-G); 6. Juha Salminen (Hus); 7. Randy Hawkins (Suz); 8. David Fretigne (Hus); 9. Pekka Viljakainen (KTM); 10. Radek Matoska (Hus); USA 15. Guy Cooper (Suz); 19. Fred Hoess (Suz); 41. Brian Bennett (Yam); 44. Kerry Clark (Yam); 50. Jim Conner (Yam); 55. Brian Storrie (Kaw); 59. Jeff Kirchner (TM); 63. Andy Knapp (Kaw).

250: 1. Giovanni Sala (KTM); 2. Paul Edmonson (G-G); 3. Ty Davis (Kaw); 4. Jani Laaksonen (Hon); 5. Stephane Peterhansel (Yam); 6. Shane Watts (KTM); 7. Tullio Pellegrinelli (Hon); 8. Rob Sartin (Yam); 9. Vesa Kytonen (Hus); 10. Jarno Boano (Hon); USA 11. Steve Hatch (Suz); 16. Chris Smith (Hon); 24. Mike Lafferty (KTM); 40. Dan Harte (KTM); 44. Tommy Ady (Kaw); 62. Randy Mastin (Yam); 68. Eric Koeller (TM); 70. Lynn Bailey (Hon); 73. Tom Ebersole (CRE); 81. Kevin Yarnell (Hon); 85. Ken Tomeo (KTM).

400 4/STRK: 1. Anders Eriksson (Hus); 2. Arnaldo Nicoli (Hus); 3. Alfons Hoevers (Hus); 4. Jukka Aures (Hon); 5. Juha Nuuttila (Hus); 6. Richard Sainct (KTM); 7. Peter Lenselink (Hbg); 8. Otakar Kotrba (Hus); 9. Nico Klaus (KTM); 10. Olli Jantti (KTM); USA 11. Don Knapp (KTM); 14. John Nielsen (Hon); 18. Matt Spigelmyer (KTM); 19. Travis Bamford (Hon); 21. Ron Lawson (Hon); 22. Robert Johnson (Hon); 24. Mike McCarren (Hon); 25. Rip Woodard (KTM).

500 4/STRK: 1. Kari Tiainen (Hus); 2. Fabio Farioli (KTM); 3. Jaroslav Katrinak (Hus); 4. Martin Kremel (Hbg); 5. Dirk Von Zitzewitz (KTM); 6. Bohumil Posledni (KTM); 7. Oscar Gallardo (Hus); 8. Scott Summers (Hon); 9. Wolfgang Koch (Hus); 10. Peter Koniar (Hus); USA 15. Curt Wilcox (Hon); 20. Jerald Brownell (Hus).

CLUB TEAM: 1. Daytona Dirt Riders (Guy Cooper, Fred Hoess, John Nielsen).

MANUFACTURERS' TEAM: El Campero/Husqvarna.

USA GOLD: Randy Hawkins, Guy Cooper, Fred Hoess, Ty Davis, Steve Hatch, Chris Smith, Scott Summers.

USA SILVER: Brian Bennett, Kerry Clark, Jim Conner, Mike Lafferty, Dan Harte, Tommy Ady, Randy Mastin, Don Knapp, John Nielsen, Matthew Spigelmyer, Travis Bamford, Ron Lawson, Curt Wilcox, Jerald Brownell.

USA BRONZE: Brian Storrie, Jeff Kirchner, Andy Knapp, Eric Koeller, Lynn Bailey, Tom Ebersole, Kevin Yarnell, Ken Tomeo, Robert Johnson, Mike McCarren, Rip Woodard.

USA NON-FINISHERS: Manny Garza, Vincent Davis, William Hamilton, Kelly Crenshaw, Richard Crossland, Rodney Smith, Tom Parfitt.

Final Round: Bilstain, Belgium

Colomer crowned

(Above) Doug Lampkin (left) shakes hands with new World Trials Champion Marc Colomer. Lampkin suffered a broken wrist in the trial, but continued riding to protect his second in the championship. (Right) Jordi Tarres showed brilliant form in Belgium to card the 61st win of his career.

By John Dickinson

BILSTAIN, BELGIUM, AUG. 17-18

Marc Colomer brought Jordi Tarres' three-year Gas Gas-mounted world championship run to a close when a nervous third place in the final round of the season in Belgium was enough to give the young Spaniard his first World Title.

Runner-up twice to Tarres in the series, Colomer allowed himself a double celebration as he turned 22 Saturday, and his Montesa factory also was breaking into the bubbly as it had its first world championship in the bag since 1980 when Swede Ulf Karlson ruled for a year.

The Belgian trial, staged at the famous Bilstain venue, where crowds of thousands used to turn up in the early '80's to watch local hero Eddy Lejeune wipe the floor with everyone on his works Honda, may have given Colomer his first title, but the result asked as many questions as it answered.

Tarres not only won the trial, his third of the series and an unbelievable 61st GP win, he also let it be known that he would be back next year, at the age of 30, to regain his crown for what would be a record third time.

Meanwhile, Japanese teenager Kenichi Kuroyama was busy posting his best performance of the year, splitting the two Spaniards in the results sheet and showing that he will be a real title threat next year. And Doug Lampkin, who has battled with Colomer for supremacy all year, rode on after a horrific crash, suffering what turned out to be a broken right wrist - and he still finished fourth to deny the rampant Tarres second place in the series.

But back to Bilstain. The trial followed pretty much the same format as most other world rounds these days with 14 sections set on man-made rock piles blasted from the steep bankings at the permanent trail park. Many were purely technical and one result of this was the surprise fifth place of veteran rider Donato Miglio, his best performance by a long way this year.

At the start of the day, Colomer was virtually home and dry for the title, holding a 15-point advantage over Lampkin, who in turn had the luxury of a 13-point cushion over Tarres in third.

Heavy midweek rain had made the sections very slippery for Saturday's opening loop and it looked like a hard day's work was in prospect when no one mastered the steep, slippery opening hazard behind the clubhouse. Fives and threes were par for the course until fittingly, the world's numbers one and two, Colomer and Lampkin, eased through for single dabs, joined only by Scorpa rider Graham Jarvis.

It was then straight into the tight stuff among the rocks for the very long second sub where Lampkin again made it through for a one, as did Tarres - and Jarvis again.

But still no cleans. At least the third sub, in and out of the stream bed, allowed a couple of cleans with Fred Crosset (son of the Bilstain venue owner) and Steve Colley, destined to have his first and only non-scoring ride of the year, later being joined by tall Finn Tommi Ahvala, Colomer and Lampkin.

After seven sections, Lampkin was holding a narrow lead, having dropped four marks to Colomer's five, while Tarres was on 14 and Kuroyama a high 23 after suffering no fewer than four fives.

All this was to change, though, as Lampkin lost it at the summit of a nasty climb in the eighth section, plummeted off the side of the Beta and shook himself up very badly - as well as breaking his wrist, although he didn't know that at the time. All Lampkin knew was that it "was bloody hurting!"

Amazingly, Lampkin came back to clean the ninth section and then power through the steps at the 10th where both Tarres and Colomer crashed to maximum scores. Miglio surprisingly cleaned the 10th, as did teenagers Takahisa Fujinami and Gabriel Reyes, both the latter tellingly on the new Colomer-replica machines.

Fujinami, on the HRC-badged bike, seems to have only two throttle positions, closed and wide open. His style is erratic but spectacular, while Reyes is much more controlled, more in the Colomer mold.

Tarres, after a promising start, was about to slip badly and consecutive fives at 12 and 13 were to drop him down to seventh at the end of the loop on 31. Kuroyama, on the other hand, bounced back from his disastrous start and actually cleaned six of the last seven sections to hold third place on 24.

At the front, though, Colomer had kept his cool to lead on 16 with Lampkin right behind on 18, but in big trouble with that injured wrist.

The series looked to be all over but the shouting: Colomer would win to secure his title and maybe Lampkin wouldn't even have to start. But could he risk it? On Sunday morning, after initial attempts to ride failed completely, Lampkin had his wrist heavily strapped, packed with ice and took a dose of painkilling tablets, then opted not to ride the opening bone-jarring hazard.

To tremendous applause from the crowd, he then cleaned the second section and planned to save as many marks as possible in the sections he thought he could get through. It was just as well he gritted his teeth and made the effort as Tarres was simply inspired, out to prove a point and prove it good.

The seven-time World Champ completed his second loop in drying conditions for 13 and was matched only by Kuroyama, out to prove a point of his own. Next was actually David Cobos, who slashed his opening-loop total from 37 to 16 on the second. As a result, the Spanish teenager roared up the scoreboard. Lampkin made it in on 24, having cleaned the last four sections as the wrist "warmed up."

Out for the final loop, Tarres really turned the screw with a brilliant final lap of eight when he cleaned 11 of the 14 sections. This allowed him to overtake both Colomer and Kuroyama to take a telling win, although Colomer wasn't too worried. Third place was more than he needed to put a smile on his face for the first time this season.

"Obviously this is what I have worked for all my life." Colomer said. "And it is fantastic to be world champion. Last year I lost with just one bad ride in Andorra, this year I have won five rounds and never finished out of the top three. I think that is really good consistency. But I think next year will be even harder with Doug and Kenichi still getting better."

Lampkin, an amazing fourth on the day, was happy to move up from fourth last season to second in the rankings. "Obviously I wanted to win the title," said Lampkin, "but Marc has been more consistent. But I'm still going the right way: sixth, fourth, and now second, and we will still be going for it next year."

Jordi was happy to bask in the glory of his final win and was one of the first to congratulate Colomer on his championship. "Today I proved that I can still beat them all," Tarres said. "My last lap included a stupid five on an easy section. It was almost a perfect lap."

Miglio finished a surprising fifth, while Cobos was sixth, easily his best result, and definitely a warning that the young Spaniard is on his way. Tommi Ahvala, in seventh, remains stuck in a wilderness with little confidence following an injury-plagued early season. Graham Jarvis' eighth was cause for big celebration in the Scorpa camp as it moved him into ninth in the standings, a big boost for his confidence.

And there is much more to come from the inconsistent Takahisa Fujinami who just elbowed Marcel Justribo out of ninth.

Further down the order, Gabriel Reyes is now putting in some telling rides on the factory Montesa as Joan Pons fights to regain the form that saw him third in the world just two seasons ago. Tomoyuki Ogawa finished 13th. CN

Bilstain
Bilstain, Belgium
Results: August 17-18, 1996 (Round 10 of 10)

1. Jordi Tarres (G-G) 52; 2. Kenichi Kuroyama (Bet) 55; 3. Marc Colomer (Mon) 58; 4. Doug Lampkin (Bet) 61; 5. Donato Miglio (Bet) 70; 6. David Cobos (G-G) 72; 7. Tommi Ahvala (Fan) 85; 8. Graham Jarvis (Sco) 92; 9. Takahisa Fujinami (Hon) 26; 10. Marcel Justribo (Bet) 99; 11. Gabriel Reyes (Mon) 102; 12. Joan Pons (G-G) 103; 13. Tomoyuki Ogawa (Bet) 105; 14. Bruno Camozzi (G-G) 106; 15. Amos Bilbao (G-G) 108; 16. Steve Colley (G-G) 109; 17. Takumi Narita (Bet) 110; 18. Frederic Crosset (G-G) 115; 19. Piero Sembenini (G-G) 140; 20. Marc Catlla (G-G) 158.

WORLD C'SHIP OBSERVED TRIALS SERIES FINAL POINT STANDINGS (After 10 of 10 rounds): 1. Marc Colomer (179/5 wins); 2. Doug Lampkin (162/2); 3. Jordi Tarres (156/3); 4. Kenichi Kuroyama (120); 5. Bruno Camozzi (94); 6. Amos Bilbao (69); 7. Takahisa Fujinami (67); 8. Tommi Ahvala (67); 9. Graham Jarvis (55); 10. Marcel Justribo (53); 11. Steve Colley (47); 12. Joan Pons (43); 13. Donato Miglio (41); 14. David Cobos (34); 15. Tomoyuki Ogawa (33); 16. Gabriel Reyes (24); 17. Takumi Narita (23); 18. Diego Bosis (22); 19. Joachim Hindren (20); 20. Jose Benitez (1).

RESULTS

Motocross
Kilpatrick Motocross
Albertville, AL
August 18
By Chris Colegrove

50
Cody Copeland KTM
Chase Hooper KTM
Justin Lindsey Suz
JR MINI
Jason Hiett Yam
Adam Croley Yam
SR MINI
JohnBoy Monk Hon
Sean Davis Hon
Clint Collins Kaw
125 BEG
Chris Lindsey Hon
Shane Helms Hon
David Hagan Hon
Cary Higginbotham Kaw
Josh Clines Kaw
125 C
Stacey Peck Kaw
Chris Colegrove Kaw
Kelly Massey Hon
125 B
Trey Boykin Hon
David Brown Hon
Lee Carson Kaw
250 BEG
Michael Higgins Kaw
Blake Couch KTM
Brad Bearden Kaw
250 C
Paul McClellan Hon
David Brown Hon
Ken Couch Hon
Carl Spiller Hon
Doug Lawson Hon

Motocross
AMA District 14
Morelands Motocross
Stanton MI
August 10
By Jerry Smith

125 A
Keith Pagel Suz
125 B
Jason Colby Yam
Jamie Beckett Suz
Christopher Bridgeman Hon
Ryan Dargie Suz
Jerry Smith Yam
125 C
Jacob Vander Haar Hon
Billy Hopper Hon
Mason Waligorski Hon
Chad Remelts Yam
Rory Vaughn Yam
125 JR
Jamie Beckett Suz
Greg Andrews Yam
Corey Paulsell Yam
Todd Trowbridge Kaw
16-24
Jeff Vernon Kaw
Christopher Bridgeman Hon
Leroy Magoon Kaw
Kenneth Mitz Kaw
Jonathan Kensington Suz
25+
Jody Addicott Yam
Keith Pagel Suz
David Kensington Suz
David Ernst Yam
250 OPEN
Jody Addicott Yam
250 OPEN
Jeff Vernon Kaw
Ryan Wiersma Suz
David Ernst Yam
Jason Guernsey Hon
250 OPEN
Joe Yock Kaw
Scott Gibson Suz
Brad Sullivan Kaw
Eric Lankton Hon
Oscar Gaetan Hon
30+
Jon Taylor Hon
Frederick Mervau Hon
Timothy Austin Hon
Oscar Gaetan Hon
James Savage Jr.
35+
Paul Rose Hon
Robert Brown Kaw
Chuck Thebo Hon
Jeff Schaffer KTM
Tim Roberson Yam
SGL (4-8)
Anthony Jennings Yam
Jarad Salisbury Yam
Blake Wickerham
Jordan Dryer Hon
40+
Jeffrey Bost Hon
William Harris Suz
Frank Helms Kaw
Jeffrey Hill Hon
Douglas Hilderbrant Kaw
50+
Skip Krassa Hon
60
Scotty Thomason Kaw
Jason Roberson Kaw
Adam Cole Kaw
Thomas Lee Templeton Jr. Kaw
Larry Partin Kaw
80 (12-15)
Randall Woodring Yam
Kyle Kohler Yam
Ryan Ross Hon
Derek Rose Hon
Corey Paulsell Yam
80 (7-11)
Robby Wheeler Suz
Scotty Thomason Kaw
Jacob Schaffer Suz
Carl Schaffer Suz
Billy Chappell Hon
80
Tyler Wethington Kaw
Danny Beckett Jr. Hon
Joshua Pike Yam
Jason Tompsett Hon
Chris Irey Kaw
NON-CUR
Joey Munger KTM
Darin Woodcock Yam
Paul Skrzypczak KTM
Mark Nelson ATK
Bradley Dalton Kaw
P/W JR
Tyler Murray LEM
Anthony Jennings KTM
Jeff Gokee KTM
Brittany Partin Lem
Blake Wickerham Yam
P/W SR
Josh Radi Cob
Larry Partin Cob
Derek Wright Cob
Lauren Thebo KTM

Motocross
Sprout Patch Comp.
Billings, MO
August 17
By Gale Boswell

50
Chase Francis
Jimmy Albertson
Dylan Tomlin
Justin Mills
Morgan Guy
60
Stephen Simmoneau
Robert Busick
Jon Still
Michael Simmoneau
80 BEG
Cody Henson
Scott O'Conner
Michael Hanks
Jonathan Tomlin
Nick Richart
80 SR
Drew Cunha
Joe David Jarvis
125 BEG
James Grier
Jeremy Rapp
Kurt Barker
Joe David Jarvis
125 NOV
Dusty Emerson
Charlie Chrisman
Brent Perkins
250 BEG
Mike Mansker
Pat Heany
Darrell Jackson
Doug Adams
Derek Todd
250 NOV
Ted Courdin
Brian Sportsman
Loren Taylor
Donald Francis
Geoff Cook
30+
Tracy Stone
Dennis Tomlin
Rex Evans
Mark Keltner
Jody Hale
COMB OPEN
Gavin Burkman
Dusty Emerson
Jack Jones

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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AMA Youth/Amateur National Championships
Loretta Lynn's Ranch, Hurricane Mills, TN 8/5-8/10 1996

1st Place 85 Mod (14-15) **Justin Buckelew** YAM
1st Place 80-100 Super Mini (12-15) **Billy Payne** KAW
1st Place 125 Mod (12-15) **Nicholas Wey** KAW
1st Place 250 B Stock **Nicholas Wey** KAW
1st Place 250 Open A Mod **Robbie Skaggs** KAW
1st Place Vet A, Junior 25+ **Keith Bowen** KTM

Justin Buckelew
Team R&D/Yamaha

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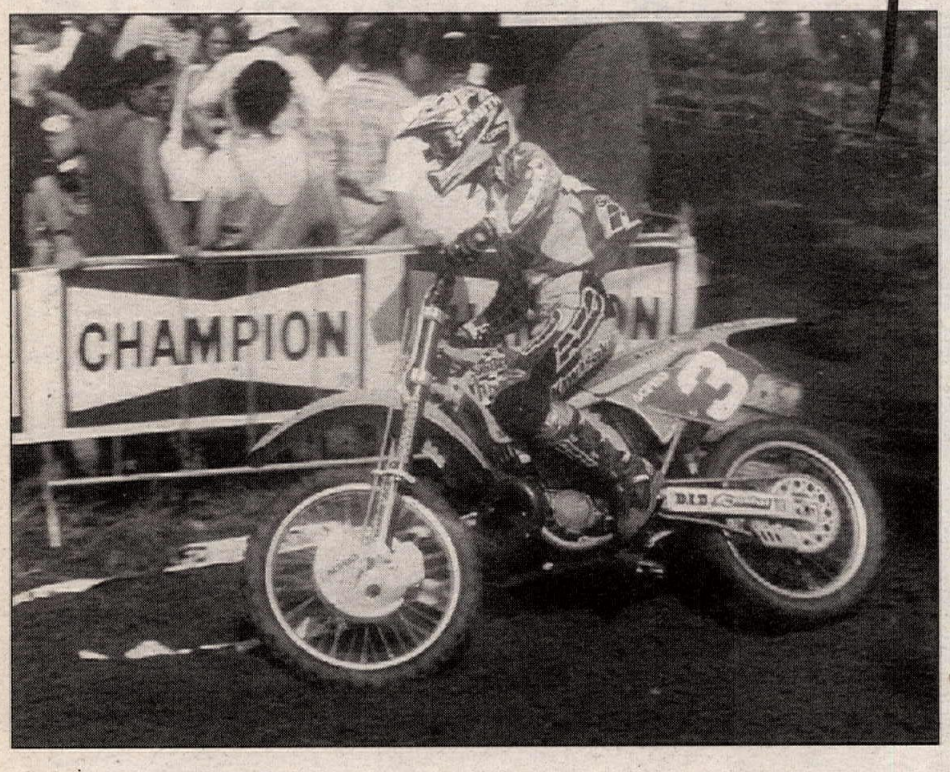
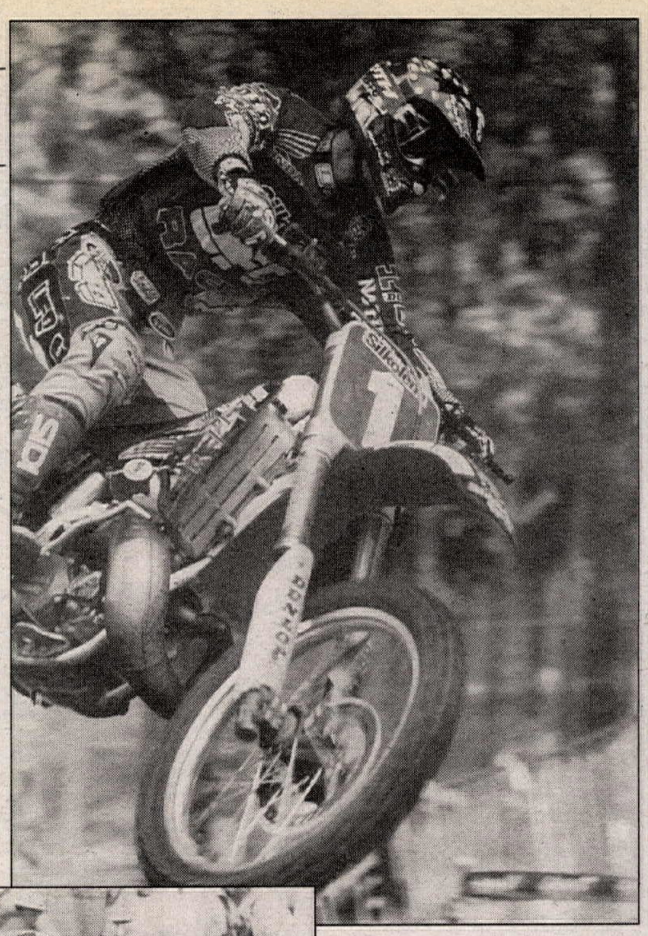
Round 12: Belgian GP

...the cat will pounce





(Left) California's Tallon Vohland scored his first overall victory of the season in Belgium.
After his points reinstatement and a better overall score, Stefan Everts (right) took over the points lead from Marnicq Bervoets (below) in their home-country showdown.

By Alex Hodgkinson

KESTER, BELGIUM, AUG. 18

"When two dogs are fighting over a bone..."

That was the thought on Tallon Vohland's mind as he scored his first overall victory of the world 250cc MX campaign to go into the final round with his hopes of pouncing to steal away the title at the last gasp still intact.

On home ground at the rugged Kester track 20 miles west of Brussels, a 22,000-strong crowd saw Stefan Everts and Marnicq Bervoets each win a moto, but it was the more consistent Californian who scored top honors on the day to go to the Swiss finale just 21 points shy of new pacesetter Everts.

It was a good week for the defending champion, who had recently been reinstated as double winner of June's British GP by the Disciplinary Court, and thus turned around a 45-point deficit on Bervoets into an eight-point lead.

The home-soil confrontation of Everts and Bervoets, separated by just one point after the midweek reinstatement of the former's British GP double win, lasted just 100 yards in the first race.

From a perfect choice of gate, Everts emerged from the first turn third to Rob Herring and Vohland while Bervoets was struggling to pick up his Suzuki. With only sixth choice of gate, the one-time runaway points leader gambled on the inside gate and got tangled up with Remy Van Rees and Jorgensen while Frederic Bolley smashed into the back of the melee.

After a short tussle with Van Rees as they tried to retrieve their bikes, knowledgeable onlookers could only shake their heads as it became more and more evident that Bervoets had blown it mentally.

"I think it would be better if he got on with the race rather than tussling with Van Rees," Michele Rinaldi said.

It took him so long to restart the bike," Shayne King said. "There was no swing to his kick. He seemed completely demoralized."

When Bervoets fell again after 10 minutes, in a rutted corner in the tree-lined section, the feeling of utter despair seemed to hover over him. "Lady Luck" also was not on his side. No sooner had Bervoets lifted his bike than another rider came charging around the turn to knock him down again, and he was again dead last by the time his Suzuki restarted on the 20th kick. By the finish, Bervoets was 12th with a last-lap pass on Mark Eastwood.

Up front, Everts needed 10 minutes to establish total control. Herring had soon given way to Vohland, and on lap three Everts also sneaked past his RWJ teammate before the Brit lost it on an uphill section.

"The back end kicked around and spat me off," Herring said. "I couldn't even get back to the bike until the pack was past, and then the bars were twisted."

Everts was content to follow Vohland at first as they drew relentlessly away from the Yamahas of Andrea Bartolini and Yves Demaria but then commenced his attack.

Vohland did not give up without a fight, and the eventual pass came as they leaped back into the woods after the duo charged side by side through three corners.

"I was just making too many mistakes," Vohland said. "Stefan, on the other hand, is riding so smooth. There was no way I could have beaten him. It was no dishonor to finish second to him today."

As the immaculate Everts strolled to maximum points, Vohland's second place was put in doubt on the last lap.

"I suddenly started to get fuel-feed problems," Vohland said. "I must have got dirt in the fuel line. I couldn't be running out of fuel because we fitted the

Briefly...

Tallon Vohland is set to switch to the **Rinaldi Yamaha** team next year. Carlo Rinaldi would only admit to the team having contact with the American, but it is believed that only a few minor details have to be discussed with Yamaha, desperate for success again, prepared to accede to Vohland's insistence that he wants to bring Paul Trevathan with him as tuner, and not merely in the role of "fitter," which is the traditional role of Rinaldi mechanics. No official comment can be made by any party for legal reasons until after the final GP, and Kawasaki's Jan De Groot has indicated a desire to retain both the American and his mechanic in a three-man team with Tortelli and Bolley.

Yves Demaria is believed to be interested in a return to Honda, but after the successful appeal on the fuel exclusion, there is now no longer anything standing in the way of a continuation of the multiple-year commitment to each other between Honda and RWJ, whose boss **Colin Reed** wants to retain both Everts and Karlsson. With little option for Demaria except to stay with the Rinaldi team on their terms, Bartolini, who said in Kester that he wants to stay in the 250 class, probably will ride for the satellite Ezzereta team again. At Suzuki, both Bervoets and Dewit have one more year of two-year contracts to run.

Jan De Groot was annoyed by press comment after the French GP that his team leader **Tallon Vohland** had lost valuable championship points to teammates Bolley and Tortelli at Iffendic. Coupled with the point lost to Van Rees in San Marino, not to mention a collision with the Dutchman in France, Vohland has thus lost seven points in the title chase at the expense of his teammates. "I gave orders before each race that they must pull over for Tallon," De Groot said. "But I clearly didn't emphasize it strongly enough. I also signaled them two laps from the end of the second race, but I was not standing with their mechanics and they claim not to have seen it." There is more discipline in the Suzuki team where Werner Dewit already was holding back from his team leader as early as round three in Germany.

Yves Demaria crashed during qualification and had to have pain-killing injections for an injury to the little finger of his left hand. **Sandro Puzar** was a non-arrival because of a knee injury sustained in France, while **Werner Dewit** rode in pain after damaging a thumb in France.

Jocke Karlsson was a non-arrival. "Jocke went to the hospital Thursday to have the plaster taken off his left hand," Colin Reed said. "But the bone just above the knuckle had not healed properly, and the operation had to be repeated. He goes back again in 10 days, and a decision will be made then whether or not he can ride in Switzerland."

Pit Beirer returned with a miraculous second place to the dominant Everts in qualification less than a month after breaking the scaphoid bone in his left hand, an injury which normally means a three-month lapse from racing. "It is a new operation developed by Dr. Werber at the Munich University Clinic," Beirer said. "I am one of the first people to have been operated on this way. Previous attempts to pin such breaks have all failed to hold, but Dr. Werber has inserted a titanium pin along the bone. Unless there is an infection, and that is very unlikely with a titanium pin, I probably will never need to have the pin removed. I have been out training on Tuesday and Wednesday this week without problems."

big tank for this race. It nearly cut out three times."

Demaria, the little finger of his left hand strapped up after his Saturday crash, had to be content with passing Bartolini for third, while Pit Beirer was a magnificent fifth after a fall had dropped him to 21st.

It was Everts' turn to strike early trouble in race two as Bervoets showed great character to drag himself back into the title chase.

Bartolini grabbed the holeshot from Herring with Beirer flashing past the Brit for second on the first long climb, but Bervoets and Vohland were hard on their heels.

Everts? The Belgian had been trapped against the fence at the second turn. The champion was in a rampant mood as he pulled himself back to 20th by the end of the lap, but Bervoets had sensed his chance. By the end of lap two he had demoted Bartolini from the lead and a lap later Vohland was second as a crash for Herring left the leading trio way out in front.

Vohland was edging closer to the leader until a mistake after 15 minutes put him back behind Bartolini, a situation he corrected again within two laps, but not before Bervoets had established a five-second buffer.

Everts was by now up to seventh, and he quickly followed Demaria past the fading Kawasakis of Van Rees and Bolley, but the leaders were 25 seconds ahead, and he needed to continue his charge if he was to catch them.

For 10 frustrating minutes the titleholder sat behind the Yamaha team leader, and by the time he finally forced his way past, the gap to Bervoets was 35 seconds.

Bartolini had been dropped by the leading duo by now, however, and with four laps to go, Everts was within 11 seconds of the Italian. In one phenomenal lap he pulled back four seconds, but a minor slip by Everts and a revival by Bartolini left Everts content to retain his series lead with a 13-point score.

Vohland, now assured of the overall win, was still looking for more points.

"I tried to come back at Marnicq," Vohland said. "But a fall two laps from the end lost me any chance. It's still all to play for though, and anything can happen in two weeks' time." But oh, how he is missing those seven points which his own teammates had denied him in the two previous rounds! CN

Belgian 250 GP
Kester, Belgium
Results: August 18, 1996 (Round 12 of 13)

MOTO 1: 1. Stefan Everts (Hon); 2. Tallon Vohland (Kaw); 3. Yves Demaria (Yam); 4. Andrea Bartolini (Yam); 5. Pit Beirer (Hon); 6. Frederic Bolley (Kaw); 7. Peter Iven (Kaw); 8. Pedro Tragter (Suz); 9. Paul Cooper (Kaw); 10. Werner Dewit (Suz); 11. Leon Giesbers (KTM); 12. Marnicq Bervoets (Suz); 13. Mark Eastwood (Hon); 14. Remy Van Rees (Kaw); 15. Joakim Eliasson (Yam).

MOTO 2: 1. Marnicq Bervoets (Suz); 2. Tallon Vohland (Kaw); 3. Andrea Bartolini (Yam); 4. Stefan Everts (Hon); 5. Yves Demaria (Yam); 6. Frederic Bolley (Kaw); 7. Paul Cooper (Kaw); 8. Remy Van Rees (Kaw); 9. Pit Beirer (Hon); 10. Miska Aaltonen (Hon); 11. Josh Coppins (Suz); 12. Rudi Van Leeuwen (Yam); 13. Mark Eastwood (Hon); 14. Thierry Bethys (Hon); 15. Joakim Eliasson (Yam).

O/A: 1. Tallon Vohland (Kaw); 2. Stefan Everts (Hon); 3. Andrea Bartolini (Yam); 4. Yves Demaria (Yam); 5. Marnicq Bervoets (Suz); 6. Frederic Bolley (Kaw); 7. Pit Beirer (Hon); 8. Paul Cooper (Kaw); 9. Remy Van Rees (Kaw); 10. Peter Iven (Kaw).

WORLD C'SHIP 250cc MX SERIES POINTS STANDINGS (After 12 of 13 rounds): 1. Stefan Everts (355 points/5 wins); 2. Marnicq Bervoets (347/5); 3. Tallon Vohland (335/1); 4. Yves Demaria (230/1); 5. Andrea Bartolini (223); 6. Frederic Bolley (205); 7. Jocke Karlsson (172); 8. Pit Beirer (170); 9. Werner Dewit (161); 10. Pedro Tragter (139); 11. Peter Iven (111); 12. Remy Van Rees (104); 13. Sandro Puzar (95); 14. Rob Herring (76); 15. Paul Cooper (65); 16. Chicco Chiodi (64); 17. Kurt Nicoll (46); 18. Jaimy Scevenels (34); 19. Leon Giesbers (33); 20. Miska Aaltonen (27).

Upcoming Rounds:
Final Round - Roggenburg, Switzerland, September 1

California Trail Rides Presents the 7th Annual

CYCLE NEWS® Dual Sport Jamboree

An AMA D-37 Dual Sport Adventure starting in the Barton Flats area of the San Bernardino National Forest.

Sunday, Sept. 29, 1996
BIG BEAR, CALIFORNIA

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AMA SANCTIONED

DISTRICT 37 AMA DUAL SPORT

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A 100+ mile dual-sport loop in the beautiful San Bernardino Mountains around the Big Bear, California area with optional sections for the more experienced riders. A great ride for novice and experienced riders alike!

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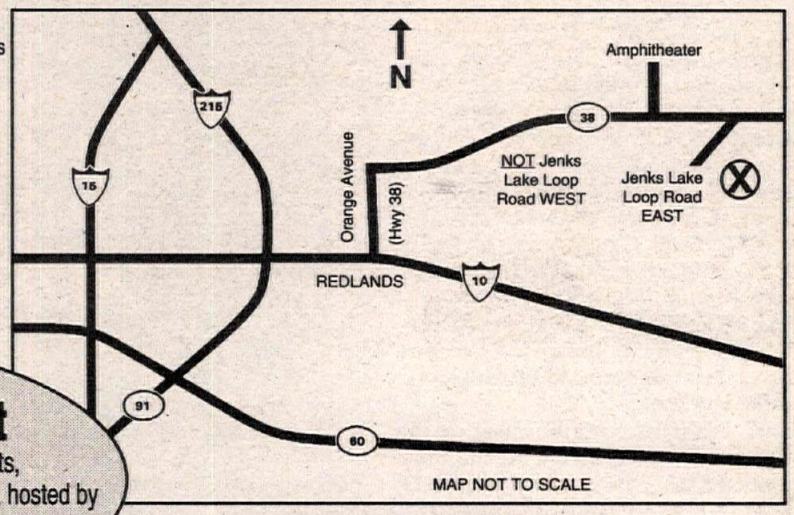
Special technical and dual-sport sponsor seminars on Saturday 2-5 p.m..

The permitted area is located in the San Bernardino National Forest; event will be operated on a non-discriminatory basis under permit issued by UFS.

No unlicensed, non-street legal riding allowed in campground.

Start time for the CYCLE NEWS Dual Sport Ride is 7:00 to 9:00 a.m., Sunday, Sept 29.

Roll charts provided. Bring your roll chart holder. Navigation by mileage.



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ADDRESS _____
CITY _____ STATE _____
ZIP _____
PHONE NUMBER ( ) _____ BIKE MAKE _____ CC _____
AMA NUMBER _____ T-SHIRT SIZE (circle) Sm Med Lg XL XXL

CTR USE ONLY
Rider # _____ (Rider) (Pass)
T-Shirt _____ Amt. Paid$ _____

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SIGNATURE _____

In addition to entered riders, approximately how many extra members of your group will be attending the dinner? _____

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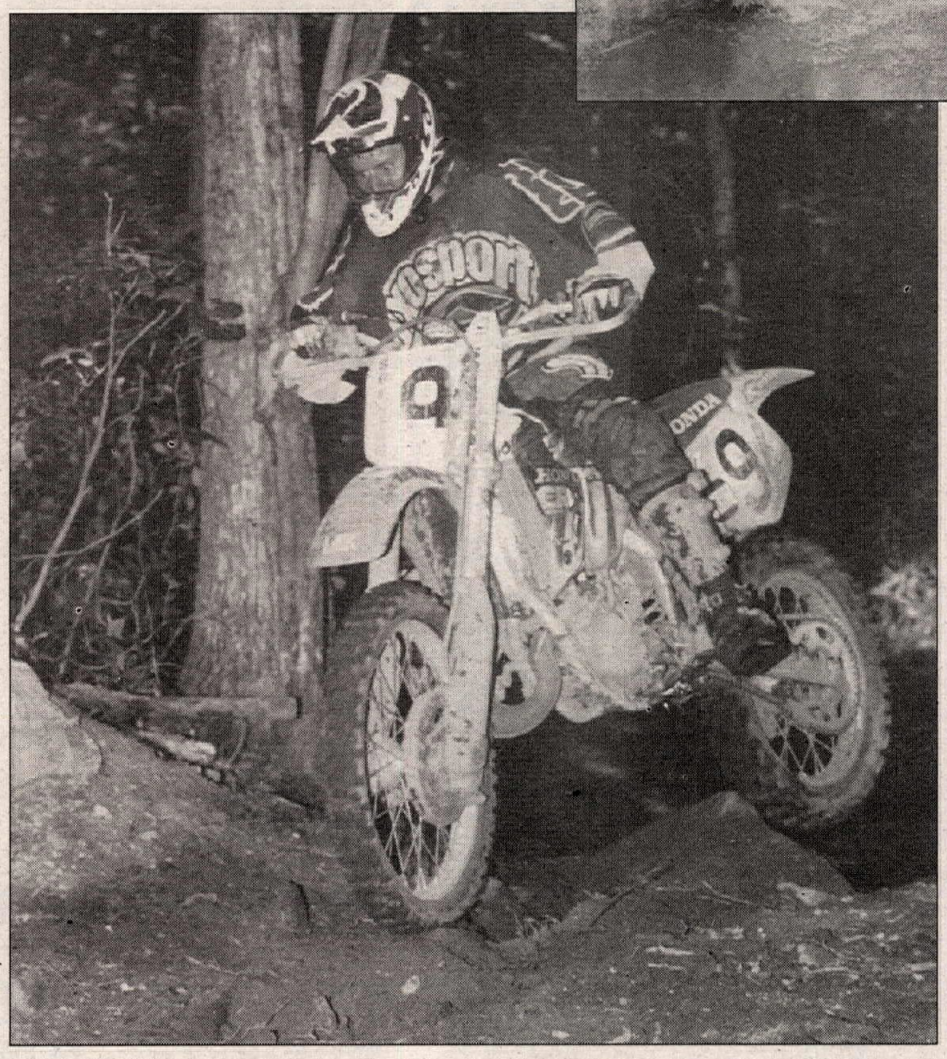
NETRA Hare Scrambles Series, Round 10

Mclevy breaks Union



(Above) Todd Levesque (3), Tom Norton (1), Randy McCann (4) and P.J. Peculis (5) power through the water hole at the Union Hare Scrambles.
(Left) Josh Mclevy took his second overall victory of the NETRA Hare Scrambles series in Union, Connecticut.

By Cheri Alix
Photos by Jay Chittenden

UNION, CT, AUG. 18

After a back-and-forth battle both on the track and in the pits, Josh Mclevy finally found his way to the front of the pack to defeat Todd Levesque and Tom Norton for the overall win at the Union Hare Scrambles.

While Norton and Mclevy did most of their battling in straight racing, the real turning points almost always came down to who could go the longest without a mistake, or who could spend the least amount of time in the pits. Norton took over the lead late in the race, but a broken chain dropped him off the pace, allowing Mclevy into the lead.

With Norton's departure, Mclevy's new challenger for the overall became points leader Todd Levesque, but Levesque suffered a tough crash that took him out of contention for the win, though he did remount to finish second overall.

With eight races remaining in the series, this has become one of the most competitive seasons in a very long time. Levesque currently leads the series standings, but Norton and Mclevy are only points behind and there is every indication that the battle for the series title will go down to the wire.

The event on Martin Michelic's 150-acre property was greeted by one of the smallest turnouts yet, with only 273 riders, 100 of whom were competing in the main race.

As the riders lined up for the Blackwater-style start, it was Norton, Levesque and McCann on the front line. Behind them were P.J. Peculis, Mclevy and Brian Tucker, with each subsequent line started after a five-second delay.

When the flag dropped, it was Norton, riding a YZ125 rather than his normal 250, getting the holeshot, but when the riders hit the water hole not long afterward, Levesque pinned it and took over the lead. Soon Norton was on his back wheel, and was in turn followed by McCann, Peculis and Tucker. Mclevy came out of the start in fifth, but slid out on the second turn and got tangled up with the pit-area fencing, knocking him back behind a few rows of riders.

It wasn't far into the lap when Levesque went down, allowing Norton and McCann to move out in front. Norton held onto the lead for the entire lap, but McCann was only seconds behind, followed by Levesque and Mclevy. Peculis was now in fifth place, down another 20 seconds.

Soon after the start of the second lap, the leading riders began trading places. Norton, not totally adjusted to the 125, made a few shifting errors on a hill. "I'm not used to downshifting twice at all the hills and corners yet," Norton said.

Norton's mistake allowed McCann, who rides a Kawasaki 250, to torque his way right by Norton and take over the lead. But the battle wasn't over. The two riders hung together until the rock garden, where McCann and his bike bounced off the trail. Levesque, too, encountered difficulties with an off-track excursion, causing him to lose a position to Mclevy.

As they came around at the end of the second lap, Norton still had the lead, but with only three seconds on McCann, and Mclevy close behind him. Levesque was in fourth position, almost 30 seconds behind. Peculis was still in fifth place, but back by almost one and a half minutes.

The leaders were putting in the fastest times ever at this track and no one was going to let up. It was coming down to who could go the longest without a mistake, and that seemed to be Norton.

By the end of the third lap, Norton had increased his lead to 16 seconds over second place, which was now held by Mclevy. McCann was back another 40 seconds, followed by Levesque.

All but Norton stopped in to pit at the end of the lap. Mclevy was out first without any problems. McCann came in next, but Levesque was able to finish his pit in only eight seconds, pulling out ahead of McCann and taking over third place.

Not halfway into the fourth lap, the charging Mclevy caught Norton, who was tangling with a few lappers. As Norton stopped in to pit at the end of the lap, Mclevy came around and took over the lead. But with only a nine-second pit, Norton was right back out after Mclevy.

Once again it was a game of cat and mouse between Mclevy and Norton. This time it was Mclevy crashing in a rock section, allowing Norton to once again take over the lead, one he increased to 30 seconds - until mechanical failure struck.

"I must have hit a rock or something with the rear sprocket," said Norton, whose bike suffered a broken master link. Luckily he was carrying his tool pouch and there were spectators around to help him get up and running again. But now he was down over three minutes and running in fourth place.

Mclevy was out in front with almost a minute on Levesque, who was now in second, followed by McCann in third.

During the final two laps the leaders all went for it. Levesque was closing on leader Mclevy going into the final lap, but ended up in a horrendous crash.

"They were telling me I was getting closer to Josh," said a disappointed Levesque, "so I was going for it, but I did this horrible crash and decided to just back off."

This left the door wide open for Mclevy, earning him his second overall this year.

Norton was still back in fourth, but determined to catch someone - anyone - and that happened to be McCann.

On the final lap, Norton caught up to McCann, who wasn't about to give up third place that easily. It all came down to the last turn when McCann stuffed himself into the berm and Norton was able to slide by to take third overall.

McCann remounted to finish fourth, followed by Peculis, who rounded out the top five after having smashed his muffler early in the day and draining his machine of power. Expert 250cc rider Arthur Menzel finished sixth overall and took the A-class win. CN

Union Hare Scrambles
Union, Connecticut
Results: August 18, 1996 (Round 10 of 18)

GRAND CHAMPION: 1. Josh Mclevy (Hon).
O/A A: 1. Arthur Menzel (Kaw).
O/A B: 1. Paul Cosgrove (Kaw).
O/A C: 1. Tony Muschello (Kaw).
AA: 1. Todd Levesque (Yam); 2. Tom Norton (Yam); 3. Randy McCann (Kaw); 4. P.J. Peculis (Yam); 5. Brian Tucker (KTM).
250 A: 1. Justin Provencal (Kaw); 2. Jeffrey Staples (Hon); 3. Kevin Wall (Kaw); 4. D.J. Lis (Hus); 5. Charles Timothy (Hon).
200 A: 1. Darrell Szalachetke (Kaw); 2. Luke McNeil (KTM); 3. Justin Spinney (Yam); 4. Kenneth Law (Yam); 5. Paul Blanquart (Yam).
VET A: 1. Shannon Danlieko (Yam); 2. Harold Bowen (Kaw); 3. Peter Antinatelli (Hon).
OPEN A: 1. Bill Haelsen (Hon); 2. Robert Billharz (KTM).
SR A: 1. Steve Formanek (Kaw).
250 B: 1. Chad Richardson (Yam); 2. Karl Dinges (Hon); 3. David Clark (Hon); 4. Chris Tooker (Yam); 5. Larry Silva (Kaw).
200 B: 1. Robert Santheson (Hon); 2. Jesse Berthiaume (Kaw); 3. Chris Simpson (Kaw); 4. Dan Collins (KTM); 5. Frank Smerczynski (Kaw).
VET B: 1. Kenneth Held (Yam); 2. Ron Lemieux (Yam); 3. James St. Laurant (KTM); 5. Ray Van Guilder (Kaw).
OPEN B: 1. Peter Matteau (Atk); 2. Doug Walter (KTM); 3. Dan Salomone (KTM); 5. Sean O'donovan.
4-STRK B: 1. Gus Bender (Hon); 2. Aaron Castagna (Suz); 3. Robert White (Kaw).
SR B: 1. Larry Piers (Suz); 2. Robert Yound (KTM).
S/SR: 1. Jim Simone (Kaw).
250 C: 1. Gregory Wabuda (Yam); 2. Patrick Armstrong (Hon); 3. Everette Maynard Jr. (Kaw); 4. Daniel Nelson (Hon); 5. Kurt Wright (Kaw).
200 C: 1. Al Joachim (Kaw); 2. Douglas Fox (Kaw); 3. Jason Barrett (Kaw); 4. John Matte (Kaw); 5. Andrew Cushing (Kaw).
125 C: 1. Larry Piers Jr. (Suz); 2. Craig Kuzia (Suz); 3. David Corrao (Hon); 5. Adam Dorrance (Suz).
VET C: 1. Dewey Heichel (Suz); 2. Chris Fahan (Hon); 3. William Kelly Jr. (Hon); 4. Michale Litwin (Kaw); 5. Lee Sparks (KTM).
OPEN C: 1. Jeffrey Cummings (Hon); 2. Steve Ostergard (Kaw); 3. William Fuchs (Hon).
4-STRK C: 1. Nate Hubbard (Hon); 2. John Morrison (Hon); 3. Robert Dimock (Kaw); 4. Floyd Maynard Jr. (Hon); 5. Garry Sweet (Hon).
SR C: 1. Paul Caouette (Kaw); 2. Timothy Sylvester (Yam); 3. David Kanney (KTM); 4. Robert Rome, Sr. (Kaw); 5. Dough Stroh Sr. (Yam).
WMN: 1. Pamela McCann (Kaw); 2. Michelle McKinnon (Kaw); 3. Dawn Silvia (Kaw).
MINI: 1. Nathan Kanney (Yam); 2. Mike Peristere (Yam); 3. Brian Wozniak (Yam); 4. Robert Langenback (Hon); 5. Joe Robert (Kaw).
JR: 1. Brian Lawson (Yam); 2. Eric Rougeau (Yam); 3. Jesse Berthiaume (Kaw); 4. Derek Phelps (KTM); 5. James Wesolowski (Yam).

Upcoming Rounds:
Round 11 - Cheshire, MA, August 8
Round 12 - West Gloucester, RI, September 1

WERA National Endurance Series, Round 7

Team Suzuki takes another

By Aaron Mintz
Photos by Lester Wilson/Greencastle Photo Service

MOUNT MERIDIAN, IN, AUG. 9-11

Team Suzuki Endurance's Grant Lopez got off to a slow start and took his time gaining the lead position, but once he did, he never looked back and Team Suzuki Endurance rode to its 116th endurance win.

If Lopez had looked back he would have witnessed a great battle for second place overall and for first place in the Heavyweight Superstock class as TKO Rayce Team Suzuki Too and Arclight Racing battled on the tarmac and in the pits with Bloomington, Indiana-based TKO Rayce Team Suzuki Too emerging victorious.

The race ran without incident or red flag, save a warmup-lap crash which sent one person to the hospital, Team Bear's Ed Guzik, who suffered a wrist injury.

The absence of red flags allowed Team Suzuki Endurance to tally 279 laps on the 1.8-mile, 10-turn road course. Team Suzuki Endurance finished five laps ahead of TKO Rayce Team Suzuki Too.

Team Suzuki Endurance's Crew Chief Keith Perry attributed the weekend's success to "good clean racing with no red flags."

"I got off to a lousy start," Lopez said, "but the bike was handling well and helped me take the lead early in the race."

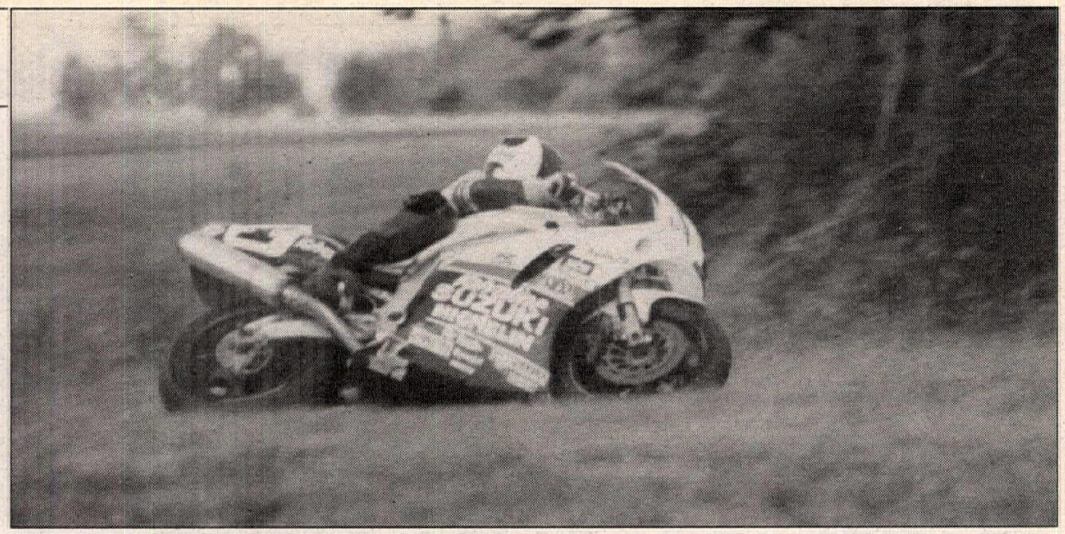
At the start of the six-hour endurance race, Joe Prussiano III of Arclight Racing grabbed the holeshot and ran hard into turn one, with Joey Gilleland, H&H Racing's Brian Lantz and Team Suzuki Endurance's Lopez in tow. Prussiano made his bike as wide as possible and maintained the lead through lap eight.

The on-track rivalry between the TKO Rayce Team Suzuki and Arclight Racing has been heating up all season and has been providing some of the best racing in the series this year. Carrying on that tradition, the two teams ran neck and neck throughout most of the first three hours until an extended pit stop in the third hour set Arclight back over a minute.

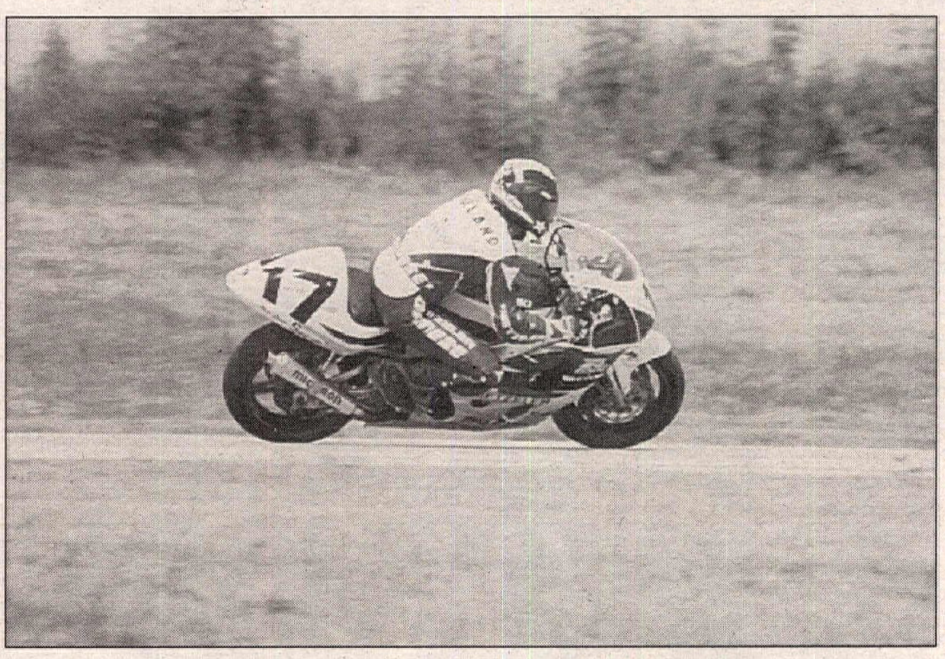
"I neglected to get the pit crew together for practice and we lost time on two pit stops, but TKO Rayce Team needs to be congratulated," Arclight Racing's crew chief said. "They beat us straight up. The time we lost in the pits would not have changed the outcome."

TKO Rayce Team Suzuki Too ran flawlessly and enjoyed precision pit stops all race long. "The Metzler tires worked great," Joey Gilleland said. "After testing the suspension two weeks ago, the bike is set up for me and John Jacobi. The crew's efforts have made the TKO Rayce Team Suzukis run fast and smooth."

Close behind at the start of the race was Lexington, Kentucky's Team Bell's Suzuki with Roger Bell at the helm, and team riders Brian Jones, Jeff Wilson and Tommy Hayden proving their abilities on the GSXR750. They kept the Bell's Suzuki running up front all day, finally finishing fourth overall and second in class.



(Right) Team Suzuki Endurance slapped a five-lap margin of victory on its nearest rival to earn its 116th WERA National Endurance victory at Putnam Park.
(Below) TKO Rayce Team Suzuki Too grabbed second overall and won the Heavyweight Superstock class after a race-long batte with Arclight Racing (not shown).



Fifth overall and third Heavyweight Superstock was the team of TKO Rayce Team Suzuki with Steve Doolin and Gregg Blackwell aboard their '96 GSXR750 Suzuki. Early front-runner H&H Racing fell out with engine-bearing failure, relegating the team to 29th overall.

New to Heavyweight Superbike and finishing third in class was Team Triad/Tapeworks of Greensboro, North Carolina, with state residents Lee Acree and two top novice rivals, Luke Yarbrough and Gregg White, at the controls of the team's Yamaha YZF750. They finished seventh overall with 265 laps, just five seconds behind top Middleweight Superbike entry Excel Racing with Matt Macheca and Mike Dye as the riders. This Yamaha YZF600-mounted team completed 266 laps, two laps more than the second-place Middleweight Superbike team of Ten 40 Racing.

Excel Racing's victory moved the team into second place in points behind Team Ten 40 Racing and ahead of previously second-place Team Triad II/Tapeworks, (which finished 16th overall and fourth in class).

The usual torrid battle in the Middleweight Superstock class continued as Mike Reed on the Triple R Racing Kawasaki ZX6 completed 265 laps, a mere 43 seconds ahead of SBR's Evan Semoff and Paul Youngman, aboard a Yamaha YZF600.

The two teams traded positions all during the race with additional heat applied by Canfield, Ohio's Thunder Racing, which unfortunately low-sided coming out of turn eight toward the end of the race. The accident sent Thunder Racing back to eighth in class and 21st overall.

Third in the Middleweight Superstock was Cycle Speed Racing which managed a consistent race, keeping the shiny side up all race long.

Triple R Racing continues to lead in class and is ranked fourth overall in points.

Putnam Park Raceway
Mount Meridian, Indiana
Results: August 10, 1996 (Round 7 of 10)

ENDUR O/A: 1. Team Suzuki Endurance (Suz); 2. TKO Racing Team Suzuki Too (Suz); 3. Arclight Racing (Suz); 4. Team Bells Suzuki (Suz); 5. TKO Race Team Suzuki (Suz).

Sprints

125 GP: 1. Chris Ulrich (Hon); 2. Paul Black (Yam); 3. Chris Pyles (Hon); 4. John Ulrich (Hon); 5. Dan Clemens (Hon).

600 PROD: 1. Luke Yarbrough (Hon); 2. Gregory White (Kaw); 3. Chris Normand (Kaw); 4. Chad Feltner (Hon); 5. Brian Healea (Hon).

600 S/BK NOV: 1. Gregory White (Kaw); 2. Chris Normand (Kaw); 3. Myron Bell (Hon); 4. Christopher Allen (Hon); 5. Steven Olechowski (Hon).

600 S/STK EX: 1. Mike Reed (Kaw); 2. Mark Reed (Kaw); 3. Joey Gilleland (Kaw); 4. Stoney Landers (Hon); 5. Ray Litton (Kaw).

750 S/BK NOV: 1. Roger Bell (Suz); 2. Christopher Allen (Hon); 3. Myron Bell (Hon); 4. Russell Burgert (Suz); 5. Gregory Wallace (Hon).

750 PROD: 1. Roger Bell (Suz); 2. Luke Yarbrough (Hon); 3. Chris Normand (Kaw); 4. Gregory White (Kaw); 5. Chet Szymecki (Suz).

750 S/STK EX: 1. Grant Lopez (Suz); 2. Joseph Prussiano (Suz); 3. Jamie Hacking (Suz); 4. Timothy Bemisderfer (Suz); 5. John Jacobi (Suz).

M/W GP EX: 1. Stoney Landers (Hon); 2. Joey Gilleland (Kaw); 3. Lanny Allen (Kaw); 4. Tommy Hayden (Kaw); 5. Rob Boban (Hon).

F-1 EX: 1. Grant Lopez (Suz); 2. Jamie Hacking (Suz); 3. Joshua Hayes (Suz); 4. John Jacobi (Suz); 5. Mark Junge (Suz).

1100 S/STK: 1. Jamie Hacking (Suz); 2. Joseph Prussiano (Suz); 3. Grant Lopez (Suz); 4. Brian Lantz (Suz); 5. Timothy Bemisderfer (Suz).

Upcoming Rounds:
Round 8 - Memphis, Tennessee, September 7
Round 9 - College Station, Texas, September 21

NETRA Enduro Series, Round 7

Cayer best in Berkshire

By Paul Clipper/Trail Rider Magazine

GRANVILLE, MA, AUG. 11

Vermont native Jason Cayer continued his assault on the NETRA Enduro Series, wrestling his CRE through the mud, roots and rocks of the Berkshire Mudslinger to first overall. He overcame a tough course with a few considerable obstacles along the way, and checked into the final control with 32 points on his card. That's a lot of points, but for this run it was the magic number.

Cayer, who started on the second minute, didn't simply walk away with it, either. Sharing minute one were Dave Gunn and Rick Claxton, good-natured rivals who were paired together through the luck of the draw. Claxton, who works and rides for Factory Connection, and Gunn, sponsored by Manchester Honda, Factory Connection, and Pirelli, spent the day as if it were a high-speed trail ride, and matched each other's score at every check. Both of them also finished with 32s, as coincidence would have it, but Cayer beat each of them on tie-breaker seconds.

The course started from the Maple Corner Farm on Beech Hill Road in Granville, and immediately turned into the local woods. Some fast dirt roads carried the riders out to a gas line, and then into the woods for the first points-taking section of the day. The local trails can be treacherous, depending on your mood. This first section was tight and bony, laced here and there with surprising swamps. The fastest riders didn't get out of the woods without dropping five or more points, and then it was more dirt roads heading west.

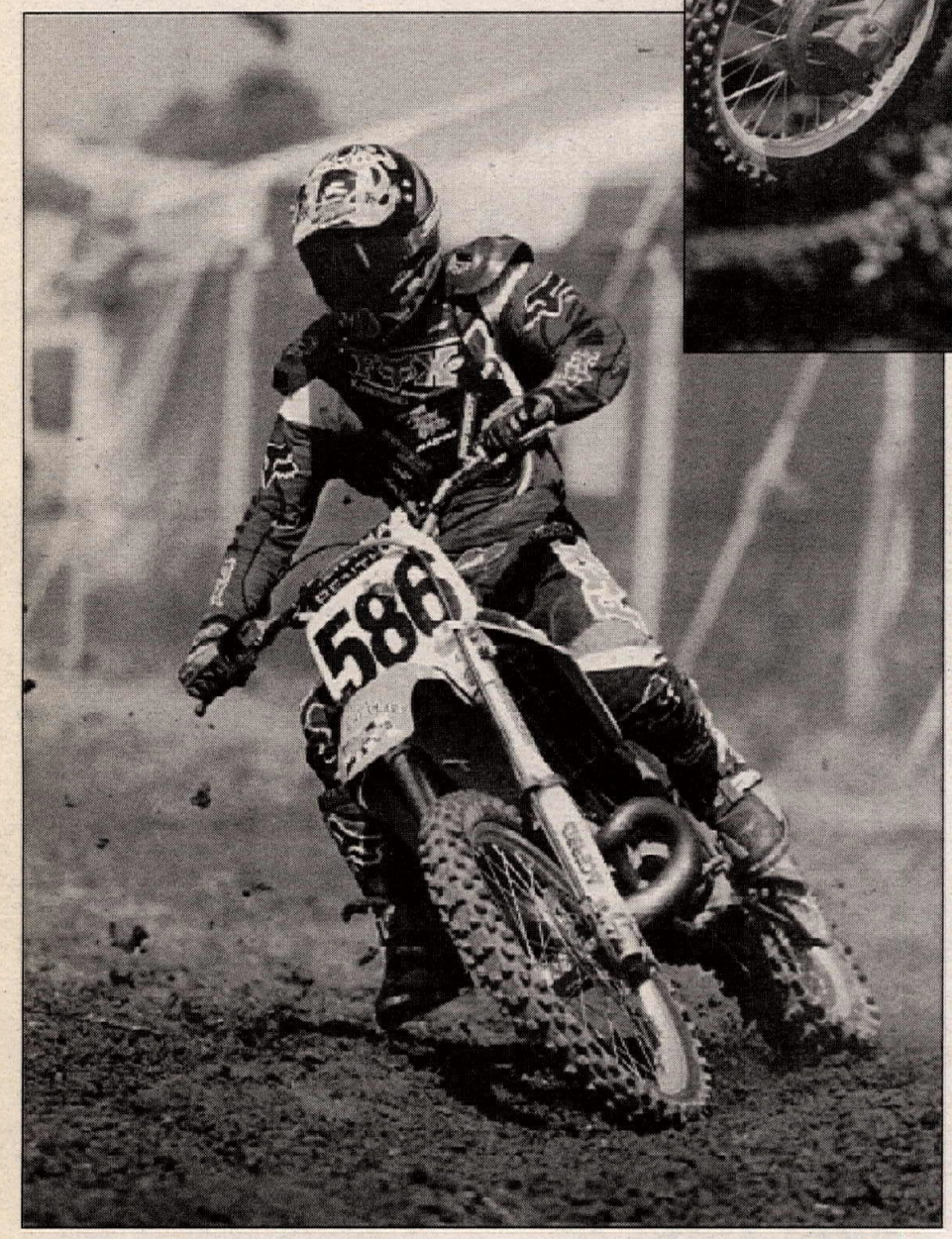
Easy riding may have lulled some of the competitors into a false sense of security, but a surprise uphill near the Farmington River in Otis took a lot of time away from some of the B and C riders. With the hill safely behind riders were looking for more fast trail, but instead they were handed a tricky rock garden.

It was an interesting place. Club member Bob King explained that way back in the past a railroad was slated to come through this property, and the crews got as far as blasting a ledge out of the side of a rock hill before the principals of the company ran off with the funds. The work stopped and the railroad went away, but the ledge remained. To ride it, you had to attack a short, rooty, slippery uphill and then force your bike to stay upright as you negotiated a one-line hazard of pure, jagged rock. Traffic jams were common, and spectators were pressed into service, pushing bikes through.

From there the course went down to Otis again and then up the infamous Pigeon Roost, a mean, rocky uphill into cliff country on the other side of the river. They eventually came down onto a gas line to the first and only official gas stop, 45 miles into the course.

A 20-minute break either netted some needed rest or allowed riders a chance to assume their original minute. Dirt roads and more bony trails carried them through Tolland State Forest and into the local Granville trails again, until they emerged at the Farm again, after 85

NETRA Hare Scrambles Series, Round 10



(Above left) KTM-mounted Max Parkes had a good ride at the NETRA Berkshire Mudslinger Enduro in Massachussetts, winning the Veteran A class.
(Above) Marco Dube topped the 250cc class at the Trans-Can Grand National Championship.
(Left) Nicholas Wey took the overalll win in the 125cc class.

miles of some of the finest punishment available in the Berkshires.

Cayer, Gunn and Claxton emerged from the woods with the same score, but when the seconds were counted Cayer broke free as the winner. Gunn was awarded High Point A for his second-place overall score. Mike Sigety came north again with his Gas-Gas 125 and laid waste to the B class, winning High Point B with an excellent score of 41. At that rate he'll soon be in the A class! David Dugas dropped 59 points on his Honda thumper, and took home the High Point C award with a 10-point cushion over the next-closest C rider.

NETRA Berkshire Mudslinger
Granville, Massachusetts
Results: August 11, 1996 (Round 7 of 12)

O/A: Jason Cayer (CRE) 32.
HI PT A: Dave Gunn (KTM) 32.
HI PT B: Mike Sigety (G-G) 41.
HI PT C: Dave Dugas (Hon) 59.
L/W A: 1. Rick Claxton (Hon) 32; 2. Paul Milliken (KTM) 37; 3. Jerry Madore (Suz) 38; 4. Kemp Stewart (Hus) 40; 5. James Kelly (Hus) 49.
4-STRK A: 1. Patrick Wolf (Hon) 65; 2. Richard Seymour (Hon) 69.
BNTM A: 1. Pete Tanner (CRE) 43; 2. Luke McNeil (KTM) 60.
H/W A: 1. Mike Zahansky (KTM) 47; 2. Eugene Sweetser (ATK) 70; 3. Bill Sironen (KTM) ck. 10.
VET A: 1. Max Parkes (KTM) 41; 2. Sam Fischer (CRE) 43; 3. Glenn Bauer (KTM) 76; 4. Dave Dutra (Suz) ck. 10; 5. Ed Bishop (Kaw) ck. 9.
SR A: 1. Jerry Randall (CRE) 47; 2. Jim Smith (CRE) 61; 3. Bill Johnson (Hon) 63; 4. Jim Stoddard (KTM) 69; 5. Roger Rodrigue (KTM) ck. 10.
SR B: 1. Glenn Gifford (Suz) 73; 2. Bob Landry (Hon) ck. 10; 3. Dave Mathisen (Hus) ck. 10; 4. Bob Kamay.
SR B: 1. Ken Zabroski (Hon) 63; 2. Justin Lis (Hus) 66; 3. John Considine (Hus) ck. 10; 4. Stan Poplasky ck. 10; 5. Kevin Jordan ck. 7.
L/W B: 1. Jim Cooney (Suz) 53; 2. Paul Piva (Suz) 63; 3. Steve Fastert (Suz) 64; 4. Tony Mazur (KTM) 68; 5. Lance Brown (Hon) 72.
VET B: 1. Bruce Rocha (Suz) 71; 2. Paul Cosgrove (Kaw) 82; 3. Martin Griff (KTM) 112; 4. Bob Edwards (KTM) ck. 10; 5. Brooks Saunders (KTM) ck. 10.
BNTM B: 1. Jason Rawlings (KTM) 71; 2. Joe McLaughlin (Kaw) ck. 10; 3. Jeff Black (Kaw) ck. 10; 4. Gary Szlachetka (Kaw) ck. 7; 5. Mark Beauregard (KTM) ck. 7.
H/W B: 1. Dave Gaspar (Hon) 79; 2. Mike Stone (KTM) ck. 10; 3. George English (KTM) ck. 9.
S/SR: 1. Keith Goodell (CRE) 48; 2. Gordon Razee (Hon) 59.
WMN: 1. Heidi Landon (Kaw) ck. 5; 2. Karen Whittier (Kaw) ck. 3.
BNTM C: 1. Cory Borovicka (Hus) 71; 2. Al Hout ck. 9; 3. Shawn Pimental (Suz) ck. 7; 4. Frank Frey (Kaw) ck. 7; 5. Rich Desrosiers (Kaw) ck. 7.
L/W C: 1. Anthony Donohue (Suz) 76; 2. Brandon Lee (KTM) 85; 3. Eric Degray (Kaw) ck. 9; 4. Doug Douchette (Kaw) ck. 8; 5. Todd Jones (Hus) ck. 7.
H/W C: 1. Ryan Brown (KTM) 69; 2. Don Marcotte (Hus) 71; 3. Dave Wernersbach (KTM) ck. 7; 4. Paul Vasconcelly (Suz) ck. 6; 5. Erik Jarvas (Hus) ck. 5.
VET C: 1. Ken Day (Suz) 75; 2. Dennis Espinosa (KTM) ck. 9; 3. Greg Ciraulo (Kaw) ck. 7; 4. Jeff Fluckinger (Hon) ck. 7; 5. Ken Atkins (Kaw) ck. 7.
4-STRK C: 1. Mike Kaminski (Hus) 79; 2. Anthony Fabiano (Hon) ck. 9; 3. Doug Morrison (Hus) ck. 9; 4. Thomas Smith (Hon) ck. 7; 5. David Oram (Hon) ck. 7.
SR C: 1. Gary Van Voorhis (Kaw) ck. 9; 2. Jerome Ryan (Hon) ck. 9; 3. Greg Wibben (CRE) ck. 7; 4. John Corliss (KTM) ck. 7; 5. Charles Kennedy (Suz) ck. 6.

Upcoming Rounds:
Round 8: Windsor, MA, September 8
Round 9: Wretham, MA, September 29

Trans-Can Grand National Championship

Dube and Wey triumph in Walton

By Ray Woods
Photos by Jean Guy Rollin

WALTON, ONTARIO, CANADA, AUG. 18

Canadian Marco Dube and American Nicholas Wey were the winners of the 250cc and 125cc classes, respectively, at the Trans-Can Grand National Championship, which was also round four of the 1996 ACMQ/CMRC National Motocross Championship Series. Honda of Canada's Dube won the 250cc class with a consistent 3-2 and also finished a highly respected second in the 125cc class with a 1-3. U.S. Team Green/Pro-Circuit-backed Wey won the 125cc class with a 2-1.

Canada's largest motocross national, with over 10,000 spectators on hand this year, has definitely found a home in Walton, Ontario. The nearly all-natural terrain, grand prix-style track played host to almost 100 professional and expert-class riders from Canada, Belgium and the United States, including Team Kawasaki's Japanese national series regular Jeff Matiasevich. Many of the riders opted to ride both the 125 and 250cc classes that featured two 30-minute-plus-two-lap motos in each class. This year the riders were greeted with nearly perfect riding conditions as temperatures hovered around 80 degrees with just the right amount of moisture in the ground to allow for nearly dust-free racing and perfect traction throughout the rolling course.

At the start of the first 125cc moto it was Jeremy Booher with the holeshot, followed by Brandon Roberts, Dube, Marty Burr and Wey all grouped together on the first lap. Roberts launched off of the finish-line jump to the bottom of the 50-foot-deep ravine to take over the number-one spot as Dube followed suit by displacing Booher in the following drop-off section.

On the third lap, Dube forced his way around Roberts for the lead as Burr and Wey began a battle that would find them in third and fourth and closing on the leader, Dube. For the next three laps Buff would hold Wey off as Dube increased his lead to 10 seconds.

At the halfway point, Wey went wide in the sweeper after the finish-line jump, pulled up alongside Burr and was able to get by in the drop-off section.

Wey quickly caught Roberts and moved into second place, but Dube was now enjoying a 15-second advantage with two laps to go. Burr got around Roberts for third, while Jean-Sebastien Roy and Jeff Matiasevich battled it out for fifth.

At the end of the first moto it was Dube taking the win with Wey, Burr and a hard-charging Roy edging out Roberts for fourth.

When the gate dropped for the second moto it was all Wey as he rocketed into the first corner from the inside gate and immediately began to put distance on Dube, Roy, Matt Crown and Matiasevich. By the halfway point Wey was enjoying an 18-second lead and looked to be in total control of the race as he put it on cruise control and let the battle for second between Dube and Roy develop.

At the white flag it was Roy taking over second in the off-camber switchbacks, leaving Dube third, Crown fourth and Matiasevich fifth.

The finishing order was set and Wey took the overall with a 2-1, Dube got second with a 1-3, Roy took the final podium spot with a 4-2. Burr got third with a 3-9 and Matiasevich rounded out the top five with a 6-5 moto score.

In the first 250cc moto it was Chris Pomeroy with the holeshot over Burr, Ryan Gauld, Blair Morgan and Mike Katin. Morgan would waste little time getting around Gauld for third as did Katin when Gauld bobbled going into a deeply rutted corner.

By the third lap Pomeroy and Burr were setting the pace, followed by Morgan, Axel Holvoet, Mike Katin and a hard-charging Wey. For the next four laps the top six riders rode in a tight group, never losing sight of one another.

At the halfway point, Morgan moved by Burr in the gravity-cavity section and immediately started to pressure Pomeroy for the lead. The battle seemed to wear Pomeroy down as one mistake after another dropped him all the way back to sixth. On the seventh lap it was Morgan, Holvoet, Wey, Buff and Katin held fifth.

With two laps to go, Wey's bike broke, leaving an opening for a very fresh-looking Dube to move into the top five. Dube wasted little time going all the way to third, and at the checkered flag it was Morgan, Holvoet, Dube, Burr and Katin finishing off the top five.

After a brief intermission to reshape and water the drying track, the final 250cc moto raged off of the line. Grabbing the early lead was again the number-six Honda of Pomeroy with Matiasevich all over his rear fender. Burr, Dube and Holvoet followed closely. Matiasevich immediately went for the lead, pressuring Pomeroy at every corner and jump.

On the second lap, Matiasevich got around Pomeroy when he stayed low in the off-camber sweeper around the lake and took away Pomeroy's line in the bowl turn.

Pomeroy, again, started his race backward and by the sixth lap could not hold off the charges of Dube or Burr.

At the end of the seventh lap Matiasevich enjoyed a 10-second lead with Dube giving it all he had to catch up. Matiasevich took the win coasting, Dube had too little too late and finished second, Burr finished a strong third, Holvoet finished fourth, and Lemmon finished off the top five in the moto.

Dube took the overall win with a 3-2, Holvoet got second with a 2-4, and Morgan's 1-6 gave him third on the podium. Matiasevich got fourth with a 7-1 and Burr got fifth overall with a 4-3 moto tally.

Trans-Can Grand National Championship
Walton, Ontario, Canada
Results: August 18, 1996 (Round 4 of 5)

125 O/A: 1. Nicholas Wey (Kaw/2-1); 2. Marco Dube (Hon/1-3); 3. Jean-Sebastien Roy (Hon/4-2); 4. Marty Burr (Yam/3-9); 5. Jeff Matiasevich (Kaw/6-5).

250 O/A: 1. Marco Dube (Hon/3-2); 2. Axel Holvoet (Suz/2-4); 3. Morgan Blair (Kaw/1-6); 4. Jeff Matiasevich (Kaw/7-1); 5. Marty Burr (Yam/4-3).

Upcoming Round:
Final Round - Ulverton, Quebec, Canada, August 25

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Donald Upton (632) flew to the overall win in the 250cc Pro class, scoring two perfect moto wins in round five of Full Blown Promotions' Hot Supercross Nights Series, held at the Antelope Valley Fairgrounds in Lancaster, California.

Rungaitis rolls on at Lancaster Supercross

By Greg Robertson

LANCASTER, CA, AUG. 9
Round five of Full Blown Promotions' Hot Supercross Nights Series at the Antelope Valley Fairgrounds saw Suzuki rider Rich Rungaitis keep his 250cc Beginner-class winning streak alive with a perfect 1-1 score.

Brad Dawson and Rungaitis shared the first-moto holeshot, with Dawson holding the advantageous inside line to grab the early lead. Rungaitis set up Dawson with an inside pass on the opening lap to take control, and once out front Rungaitis held the position all the way to the checkers with Dawson a close second. Brad Fore closed in on Dawson to take third over Anthony Cappa and Anthony Crabb.

Jeff Ellington's second-moto lead lasted about half a lap before Fore relieved him of the position. Rungaitis gated fifth but quickly got around Jason Jones and Crabb to run third before getting sideways off the face of a jump and shooting off the track and back to seventh place.

By the third lap, Dawson had worked up to second place behind Fore with Rungaitis holding down third. Rungaitis used an inside line on Dawson, then stuffed Crabb a few turns later to grab the lead.

The last lap was an exciting four-rider battle for the lead with Rungaitis holding them off for the win. Fore finished second for second overall, and Dawson and Jones were side by side through the last turn, with Dawson coming out on top for third.

The first 125cc Novice moto was a real nail-biter as Lance Austin and Travis Smith argued for the lead all the way to the checkers with Austin prevailing by inches. Austin got the second-moto start, but Smith grabbed the lead when Austin got sideways in a powdery berm. Austin retaliated a lap later with a pass of his own to retake control, but Smith outdragged Austin down a fast straight with a pass that would stick to take the second-moto win.

Results

P/W BEG: 1. Andrew Couto (LEM); 2. Brennan McGinnis (Yam); 3. Michael Corvilli (KTM); 4. Nicholas Sanchez (Yam); 5. Dylon DeCastro.
P/W (0-6): 1. Shawn Butler (Yam); 2. Shana Rhinehart (Yam); 3. A.J. Schahrer (Yam).
P/W (7-9): 1. A.C. Jolley (Yam).
S/STK (0-6): 1. Shawn Langham (KTM); 2. Tylor Hemme (KTM); 3. Douglas Allan.
S/STK (7-9): 1. Chad Cole (LEM); 2. Ricky Hemme (LEM); 3. Charles Messer (LEM); 4. Doug Carter (KTM).
P/W MOD: 1. Ricky Hemme (LEM); 2. Garrett Metcalf (Yam).
80 WMN: 1. Jessica Hall (Yam); 2. Tiffany Smith (Yam).
WMN: 1. Karl Foster (Suz); 2. Patricia DeVoll (Kaw).
60 BEG: 1. Robert Memoli (Kaw); 2. Cody Sanderfer (Kaw).
60 (0-8): 1. Edward Herring (Kaw); 2. Tate Misiaszek (Kaw).
69 (9-11): 1. Chris Nihan (Kaw); 2. Ricky Hemme (Kaw).
80 BEG: 1. Andy Pierce (Yam); 2. Deuce Rutledge (Kaw); 3. Cory Baldwin (Kaw); 4. Blake Margheim (Yam); 5. Dave Carter (Kaw).
80 (0-11): 1. Chris Nihan (Suz); 2. Gerard Patin (Yam); 3. Ricky Parks (Hon).
80 (12-13): 1. J.R Terry (Yam); 2. Donnie Durrer (Hon); 3. Chris Elliott (Yam); 4. Christopher Barrett (Hon).
80 (14-16): 1. Brian Hulsey (Kaw).
125 BEG I: 1. J.J. Bonnano (Kaw); 2. Andy Black (Yam); 3. Troy Tomerlin (Suz); 4. Chris Casavs (Kaw); 5. Chris Torres (Kaw).
125 BEG II: 1. Fred Steele (Hon); 2. Jason Ebel (Hon); 3. Gary Rios (Suz); 4. Brent Cain (Suz); 5. Ryan Perez (Suz).
125 NOV: 1. Travis Smith (Kaw); 2. Lance Austin (Hon); 3. Mike Wilson (Kaw).
125 INT: 1. Adam Pierce (Kaw); 2. Leo Tidwell (Hon); 3. Brian Farrell (Suz).
125 PRO: 1. Donald Upton (Hon); 2. Brian Sweany (Hon); 3. D.J. Sweany (Hon).
250 BEG: 1. Rich Rungaitis (Suz); 2. Brad Fore (Hon); 3. Brad Dawson (Hon); 4. Anthony Cappa 5. Jason Jones (Hon).
250 NOV: 1. Cameron Steele (Hon); 2. Chad Dodson (Hon); 3. Larry Wise (Hon).
250 INT: 1. Leo Tidwell (Hon); 2. Zak Crabb (Yam).
250 PRO: 1. Donald Upton (Hon); 2. D.J. Sweany (Hon).
500 BEG: 1. Kim Lord (Hon); 2. Robert Woods (Kaw).
JR VET BEG: 1. John Crovetti (Hon); 2. Thomas Etchart (Hon); 3. Brian Larrick (Kaw); 4. Larry Corelli (Hon); 5. Ralph Calhoun (Hon).
JR VET NOV: 1. John Turner (Suz); 2. Joe O'Hara (Hon); 3. Greg Fisher (Hon).
VET BEG: 1. Michael Barrett (Hon); 2. Darrell Smith (Kaw).
VET NOV: 1. Tom Miller (Yam).
SR BEG: 1. Rick Parks (Hon).

Vets show kids how it's done at Starwest Motocross

By Kyle C. Parsons

MORENO VALLEY, CA, AUG. 10
Saturday Night Starwest started with a major statewide power failure and finished with another powerful demonstration as Bruce Mortansen and the Over 30 Veteran class showed their guests, the Under 30 Beginners, how to win with consistent riding.

Mortansen led the way to the first turn, pursued by Heath Hanke, Chris Drozd, Francis Camazflo and Brian Hiss. An aggressive Hanke stayed glued to the rear fender of Mortansen as the two riders started to distance themselves from the rest of the pack. By lap two, Hanke made the pass on Mortansen, who was determined to stay on the rear fender of Hanke. Drozd, in third position, had come under attack from Camazflo and Skip Edwards, who had disposed of Hiss just one corner before. The race action centered around the third spot as Hanke was able to put a comfortable cushion between himself and Mortansen, who in turn had a comfortable distance between himself and the battle of Drozd, Camazflo and Edwards.

Just when things started to get tight, Drozd stalled his bike on lap four, taking Camazflo with him and allowing Edwards to take over third with Miguel Anderson falling into fourth. Camazflo was able to get under way immediately, tucking in behind Anderson with Drozd falling in behind Camazflo. With two laps to go, the lead trio distanced themselves from the rest of the pack. Drozd closed back in on Anderson and Camazflo, and the newly applied pressure paid off as Anderson fell, letting Camazflo and Drozd pass on the last lap. It was Hanke, Mortansen, Edwards and Camazflo coming across for the finish of the first moto in first through fourth position, respectively.

The second moto was a carbon copy of the first as Mortansen reeled off another holeshot. The only exception was Hanke, who fell in the first turn and remounted in dead last. In front of Hanke, Gibay Gutierrez, Edwards, Zack Hulcer and Drozd were trying to keep the revitalized Mortansen in sight.

Knowing he needed to catch Mortansen to take the overall, Hanke rode like a man possessed and worked his way up to fifth by lap three, pressuring Hulcer and getting around him two turns later.

Edwards, who was able to get around Gutierrez for second place, crashed in the next turn and was slow to get up. He eventually pulled out of the race. Hanke came up to pressure Gutierrez and also threw it away, relegating him to fourth just ahead of Drozd.

Hanke had to start his quest for victory all over again, and by lap five Hanke had managed to work his way up to third just behind Gutierrez and looked ready to pounce. As the white flag fell, Hanke got around Gutierrez and quickly learned that the consistent Mortansen had put a secure margin between himself and Hanke, securing the overall for the evening.

Results

50 MOD B: 1. Jake Hulet.
50 MOD A: 1. Kameron Scott; 2. Mike Meade; 3. B.J. Bohrer.
S/P/W: 1. B.J. Bohrer; 2. Kameron Scott; 3. Mike Meade.
STRTR (4-6): 1. Casey Huntley; 2. Chad Melton; 3. Clayton Murillo; 4. Danny Gonzalez; 5. Tyler Sievers.
STRTR (7-8): 1. Brandon Valcore; 2. Chad White.
BEG STK: 1. Anthony Sanabria; 2. Blake Harben; 3. Mark Bailey; 4. Jonathon Baltas; 5. Christopher Taft.
MOD (4-6): 1. Pascal Hernandez.
MOD (7-8): 1. Michael Yardley.
STK A: 1. Brandon Million; 2. Chase Takacs.
STK B: 1. Brady Huntley; 2. Jake Hulett.
STK BG TRK: 1. Chase Takacs; 2. Jake Hulett; 3. Brady Huntley; 4. Matthew Richardson.
MOD BG TRK: 1. Brandon Million; 2. Kameron Scott; 3. B.J. Bohrer.
S/P/W: 1. Mike Meade.
60 BEG: 1. Micheal Raines; 2. Noah Hernandez; 3. B.J. Kuntz; 4. Chris Drouin
60 JR: 1. Jarred Browne.
80 BEG: 1. Robert Blaud; 2. Shawn Drouin.
80 (12-13): 1. John Hopkins; 2. David Sullins.
80 (12-16): 1. Mark Valcore; 2. Kevin Payne; 3. Bill Walls.
125 BEG: 1. Heath Hanke; 2. Brian Hiss; 3. Francis J. Camazflo; 4. David Fox; 5. Zack Hulcer.
250 BEG: 1. Gibay Gutierrez; 2. Chris Drozd; 3. Matt Perine; 4. Skip Edwards.
30+ BEG: 1. Bruce Mortansen; 2. Jerry Shell; 3. Danny Licciardi.
125 NOV: 1. Justin Gutierrez; 2. Micheal Fox; 3. Travis Frink.
125 INT: 1. Steven Santos.
250 NOV: 1. Ed Bustillios.
250 INT: 1. Anthony French; 2. Alex Zapata.

Laubach does it the hard way at West Florida Motocross

By Neal R. Thomas

MILTON, FL, AUG. 4
Nick Laubach did it the hard way with two impressive come-from-behind rides that resulted in a second-place 125cc C finish and a win in the main event at West Florida MX Park's Summer SX Series.

The 125cc C heat race warmed up quickly as budding holeshot artist Jason Brown led Jeremy Aitken, Mike Ingham, Laubach and Steven Williams. The short heat race left little time for following, so Ingham made his move early, jumping past Aitken and Brown to take the lead. Laubach and Williams rode the tail of Ingham's drive as they freight-trained around the track, and Brian Young made his own charge from the rear of the pack. Young made a full-contact pass on Williams in order to challenge Laubach at the line, but it was too little too late as the checkers fell with Ingham in first and followed closely by Laubach, Young, Williams and Aitken in second through fifth, respectively.

The 125cc C main event looked like a clone of the heat-race start, with Brown first into the tight right-hand first turn. Breathing down his neck again were Aitken, Ingham and Laubach. The second lap set the stage for most of the race, with Laubach and Ingham pulling away from the other riders while Williams and Aitken did everything they could to hang on.

Meanwhile, Brown was riding smoothly but losing touch with the front of the pack, in contrast to the wild, frenzied style that Young used to rise from the back of the pack all the way to the leaders. The action continued up front, as on the third lap Laubach sized up Ingham and bounced by with a wild feet-off-the-pegs pass through the whoops that put him into the first spot.

As Laubach passed Ingham, Young passed Aitken on the infield triple and pulled into Williams' roost to show him his front wheel. He made the pass stick on the fourth lap in spite of the all-out efforts of a tiring Williams.

Late in the race, Ingham seemed to get a few key turns dialed in and used what appeared to be a power advantage to close up the small gap that Laubach had worked so hard to create. However, from out of nowhere, Young zipped up behind and made a high-speed, outside pass on Ingham in the last corner before the finish line. However, he did not have time to catch Laubach, and as the checkers fell it was Laubach with the win after a hard-fought battle. Young took second-place honors, followed by Ingham, Williams and Aitken in third through fifth, respectively.

Results

P/W B: 1. Chris Gibney; 2. Dustin Land; 3. Gary Weets.
P/W C: 1. Corey Emmons; 2. Jarrod Craig; 3. Josh Dollar; 4. Skyler Woolard; 5. Ian McLean.
P/W D: 1. Jared Stephens; 2. Brandon Gardner; 3. Ronnie Redden; 4. Rex Wade; 5. Drew McMullan.
JR MINI: 1. James Stephens; 2. Mitchell Smegelski; 3. Clinton Arnold; 4. Kasey Taylor.
JR MINI B: 1. Steven Summersell; 2. Gary Weets; 3. Justin Link; 4. Blake Wartenbe; 5. Brandin Bell.
80 B: 1. Brian Young; 2. Jusitn Smegelski.
80 C: 1. John Melton; 2. Jim Kalasa; 3. Murry Mapples; 4. Brian Thurman; 5. Joshua Roser.
80 D: 1. James Stephens; 2. Jason Brown; 3. Frank Radall; 4. Dustin Gorings; 5. Noah Dickins.
125 MNY: 1. Ricky Palmer; 2. Beau Seifort; 3. Kevin Cagel; 4. Chris Craft; 5. Ronnie Ramsical.
125 C: 1. Nick Laubach; 2. Brian Young; 3. Mike Ingham; 4. Steven Williams; 5. Jeremy Aitken.
125 D: 1. Nick Hall; 2. Jerry Young; 2. John Morton; 4. John Melton; 5. Randy Stoudenmire.
OPEN MNY: 1. Rickey Palmer; 2. Kevin Knight; 3. Jon Simmons; 4. Joey Silcox; 5. Daniel Young.
250 B: 1. Les Spann; 2. Lee Johnson; 3. Tim Stokes; 4. John Hanford; 5. Russell Welch.
250 C: 1. Keith Finch; 2. Chris Jones; 3. Johnny Kozain; 4. Chris Lucas; 5. Frank Randall.
250 D: 1. Marshall Decker; 2. Angus Sowell; 3. Jay Shankles; 4. Jackie Cox.
VET B: 1. Tim Stokes; 2. James Stinson.
VET C: 1. Gill McLane; 2. Keith Finch; 3. Roy Dean; 4. Dana Barberi; 5. Jeff Jussup.
HBBY: 1. Richard Johnson; 2. David Williams; 3. Ron McClure; 4. James Stankard; 5. Richard Jernigan.

Plunkett scores touchdown at Sacramento Motocross

By Bret Eckert

SACRAMENTO, CA, AUG. 9
Troy Plunkett showed dominance in his two-moto sweep of the highly competitive 60cc class at KB Racing's "Friday Night Supercross," and with only one round remaining in the Carmichael Honda-sponsored summer series, Plunkett is in the driver's seat to claim the class title.

The first 60cc moto left the starting line and the "green wave" was off toward the first turn. Justin Morales snaked through the first couple of turns and over the jumps the cleanest and established the early lead. Kyle Hansen was in second, followed by Plunkett, Jarrod Merlins, Ben Gregg and the rest of the class. The top riders maintained their initial positions as they aired it out over the 30-foot tabletop that marked the end of lap one.

Plunkett made his assault for the lead early, scooting past both Hansen and Morales on lap two to take over the lead position. No other changes in positions occurred until Gregg went down hard on lap four while trying to overtake Merlins for fourth. The leaders got a lap on Gregg while he got restarted, but he was able to finish the race and make it back for the second moto. The heat finally took its toll during the sixth and final lap as Morales faded and allowed both Hansen and Mertens to move up a position. The top five finishing order at the checkers was Plunkett, Hansen, Mertens, Morales and Gregg, respectively.

The second 60cc moto got under way as Kyle Hansen pulled the holeshot and came out of the first turn in the lead position. His lead didn't last long, however, for Plunkett wanted to leave no doubt who was the fastest rider of the night. Plunkett dived under Hansen in the second corner just before the massive step-up jump and took over the lead position. The class completed the first lap with Plunkett in the lead, followed by Hansen, Morales, Merlins and Gregg.

On lap three, Merlins began pushing hard to take away the third spot from Morales. Martins zapped Morales in the same corner that Plunkett used on lap one, Morales retaliating at the end of the lap with a clean pass in front of the grand stands. Plunkett knew nothing of the action behind as he opened up a full straightaway lead on Hansen in second. Merlins continued pressuring Morales for the next two laps, but was not able to make a pass stick. The moto ended with Plunkett the clear winner and the overall champion for the night with back-to-back moto wins. Hansen's consistency earned second overall, while Morales and Merlins ended their race-

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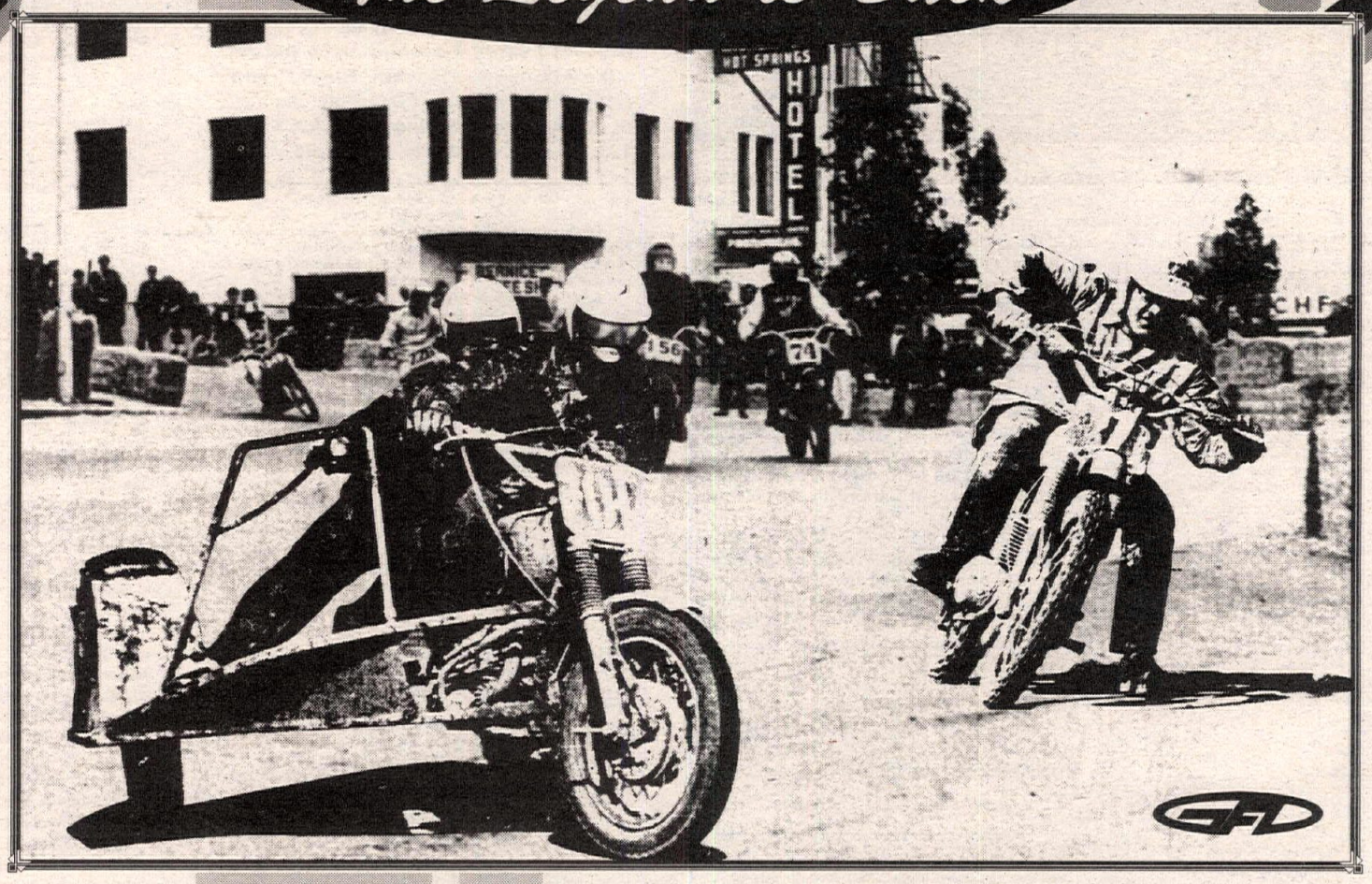

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9:15 125cc Beg ___ Nov ___ Int ___ Exp ___	9:15 Bomber ___ Dual Sport ___ 4-Stroke ___
10:30 80cc/Women Beg ___ Nov ___ Int ___ Exp ___	10:30 Jr-Vet (+25 & +30) Beg ___ Nov ___ Int ___ Exp ___
11:45 250cc Beg ___ Nov ___ Int ___ Exp ___	11:45 Vet (+35, +40, +50) Beg ___ Nov ___ Int ___ Exp ___
1:00 Quads Beg ___ Nov ___ Int ___ Exp ___	1:00 50cc • 60cc Beg ___ Nov ___ Int ___ Exp ___
2:15 Open Beg ___ Nov ___ Int ___ Exp ___ "Legends" ___	2:00 "HAMEL 100" $5000 Purse Pro ___

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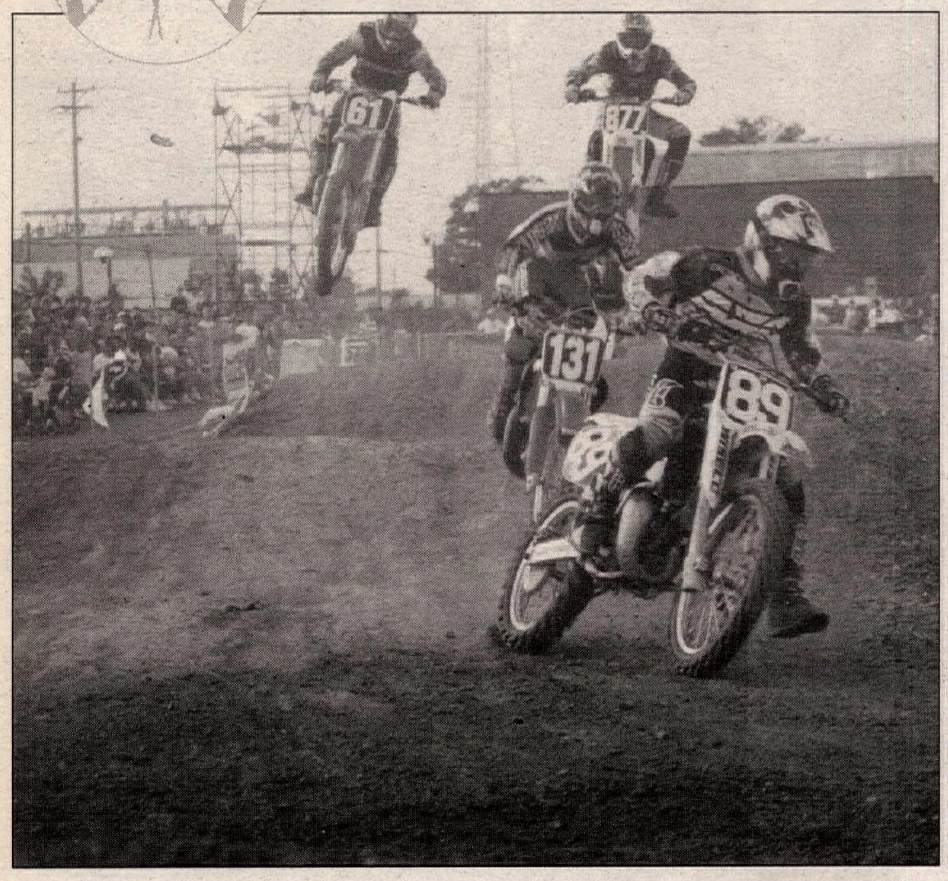


(Left) Jim Chester (89), Shane Templeton (131), and Jim Neese (61) were the top Pro riders at the Greensboro Supercross held in Greensboro, North Carolina.
(Above) Eventual second-place finisher Mike Atkinson (51) leads Chad Crosby (112) and Mike Baker (43) through the turns of John Martin's Spring Creek MX Park's 125cc A race, in Millville, Minnesota.

long battle with Morales taking third overall. Merlins netted a respectable fourth overall, while Gregg rounded out the top five.

Results

50 BEG: 1. Matthew Spencer (KTM); 2. Aaron Makinen (KTM); 3. Brian Foster (Yam); 4. Stenson Womack (KTM); 5. Kyle Plunkett (KTM).
60 BEG: 1. Troy Plunkett (Kaw); 2. Kyle Hansen (Kaw); 3. Justin Morales (Kaw); 4. Jarrod Mertens (Kaw); 5. Ben Gregg (Kaw).
60 NOV: 1. Jarrod Morrison (Kaw).
80 BEG: 1. Steve Mertens (Hon); 2. Seth Harris (Kaw); 3. Cole Bridenbaker (Kaw); 4. Allen Kenyon (Suz); 5. Jeremiah (Yam).
80 NOV: 1. Charlie Morrison (Hon); 2. Jacob Gregg (Kaw).
125 BEG: 1. Frank Rizzo (Kaw); 2. Pat Harlow (Hon); 3. Nick Blain (Yam); 4. Kevin Berkery (Hon); 5. Joel Cota (Suz).
125 NOV: 1. Andy Strode (Suz); 2. Curtis Tackley (Hon).
125/250 EX: 1. Cliff Cook (Yam); 2. Scott Davis (Kaw); 3. Jason Fields (Yam).
250 BEG: 1. John Moore (Kaw); 2. Shane Tobin (Hon); 3. Troy Cross (Kaw); 4. Mike Coffey (Kaw); 5. David Simonsoy (Suz).
250 NOV: 1. Andy Gregg (Suz); 2. Andy Strode (Suz); 3. Waylon Hall (Yam); 4. Dave Highfill (Kaw).
VET BEG: 1. John Moore (Kaw); 2. Troy Cross (Kaw); 3. Bob Mitchell (Yam); 4. Dan Spencer (Kaw) 5. Daniel Correia (Hon).
VET NOV: 1. Derek Fassio (Hon); 2. Jim Breneisen (H-D).
VET EX: 1. Kamikaze Robertson (Suz).

Chester manhandles Greensboro SX

By Jay and Sharon Hauser

GREENSBORO, NC, AUG. 9-10
Jim Chester swept through two nights of AMA Supercross held at the Greensboro Coliseum Complex in North Carolina, making away with seven out of eight wins in heat racing and main events to rank as the weekend's top Pro racer.

Race fans throughout the Southeast have come to expect great racing when Chester and archrival Jim Neese show up at the track, but when the gate dropped for Friday's 250cc A main event, Templeton stepped up and nabbed the holeshot over the two favorites, Chester and Neese. Jacob Dombrosky sandwiched himself between Templeton and third-place Neese for the first two laps, but soon found himself in fourth as Neese and Chester both blasted by in their battle to the front.

Neese and Chester set out after Templeton for the lead, while Dombrosky cut too tight of a corner of lap four, snagged a hay bale and dropped back to sixth. As the main hit the halfway point, Templeton was still out front, riding flawlessly, and looking like he had what it took to nail down the win.

Chester and Neese were so engaged in their own battle that Templeton was able to go along his way without much pressure. As the main came down to the final few laps, Chester got on Neese and moved past to second, only a few seconds behind Templeton. But Templeton was up to the task and fought off Chester and Neese, making himself the only rider to shut down Chester from a full sweep of Pro Racing. The front three riders finished just feet apart and had the 1800-plus crowd on its feet. Dombrosky worked his way back up to fourth behind Neese while Allen Alford rounded out the top five.

Chester was unstoppable in all other Pro racing throughout the two-night event, but had to continue to deal with Neese throughout the weekend. Chester did manage to take victories in every other race he was entered in and came away with four main-event wins in the 125cc A and 250cc A classes. Bobby Stovall pushed Nees out of a second-place finish in Saturday's 250cc A main to score a hard-fought runner-up finish while Templeton and David Price netted the final top-five paying postions.

Another Suzuki pilot who raised some eyebrows was Steven Willard, who won the previous week's 125cc C main-event and then bought a used RM250 to return and try his luck at two classes. Willard adapted well to the bigger 250cc machine and swept every heat and main in 250cc C racing on both nights, besting Rick Nealen on Friday and Clifford Pierce on Saturday.

With a 15-rider gate in 125cc C racing, things got tight, but it was again Willard proving himself the man to beat. Willard walked away with Friday night's main win for the second straight weekend, but had to work a little harder when the main rolled around on Saturday.

Willard gated a poor sixth-place start while Jason Harkey and Ron Lewallen led the way. Willard was quick to work his way up to the lead pair and studied lines for about a lap, after which he was past and gone. The win capped off a double sweep in both the 125cc C and 250cc C classes.

Results

Friday
50 (4-6): 1. Brad Haar (Yam); 2. Rusty Webster (Yam).
50 (7-8): 1. Seth Brown (Cob); 2. Zack Alvear (KTM).
60 (7-9): 1. Dustin Oates (Kaw); 2 Cameron Lambert (Kaw); 3. Tyler Shumate (Kaw).
60 (9-10): 1. Chase Shumate (Kaw); 2. Jake Furnace (Kaw); 3. David Walls (Kaw); 4. Dean Day (Kaw); 5. Matt Cox (Kaw).
JR MINI: 1. Adam Ward (Suz); 2. Chase Shumate (Suz); 3. Dustan Oats (Kaw); 4. Matt Whisenhent (Suz); 5. David Walls (Yam).
SR MINI: 1. Brad Henderson (Suz); 2. Ethan Peace (Yam); 3. Justin Grubbs (Hon); 4. Brian Whiteside (Hon).
S/MINI: 1. Dustin Wallace (Hon); 2. Adam Ward (Suz); 3. Brad Henderson (Suz); 4. Matt Whiteside (Kaw).
125 A: 1. Jim Chester (Suz); 2. Jim Neese (Hon); 3. Jacob Dombrosky (Suz); 4. Shane Templeton (Hon); 5. Brandon Turlington (Suz).
125 C: 1. Steven Willard (Suz); 2. Jason Harkey (Suz); 3. Jeff Day (Yam); 4. William Bello (Hon); 5. Brandon Hankins (Yam).
125 D: 1. Eric Cox (Hon); 2. John Rayle (Hon); 3. Jamie Dineen (Hon); 4. Tim Gunter (Yam); 5. Brandon Nance (Hon).
250 A: 1. Shane Templeton (Hon); 2. Jim Chester (Suz); 3. Jim Neese (Hon); 4. Jacob Dombrosky (Suz); 5. Allen Alford (Yam).
250 C: 1. Steven Willard (Suz); 2. Rick Neland (Suz).
250 D: 1. Scott Dineen (Suz); 2. Darren McDaniel (Suz); 3. Rob Brown (Kaw); 4. Aaron Harmon (Suz); 5. Jeff Warlick (Kaw).
25+ A: 1. Shane Templeton (Hon); 2. Scott Shipley (Hon); 3. Vann Gibson (Hon); 4. Allen Alford (Yam).
30+: 1. Charles Mitchell (Kaw).

Saturday
50 (4-6): 1. Brad Haar (Yam); 2. Ryan Smith (Yam).
50 (7-8): 1. Tyler Shumate (Cob); 2. Seth Brown (Cob); 3. Michael Hamlett (LEM); 4. Charles Holland (Cob); 5. Rusty Webster (Cob).
60 (7-9): 1. Dustin Oates (Kaw); 2. Cameron Lambert (Kaw); 3. Tyler Shumate (Kaw); 4. Michael Hamlett (Kaw).
60 (10-11): 1. Chase Shumate (Kaw); 2. Scott Terry (Kaw); 3. Dean Day (Kaw); 4. Jake Furnace (Kaw); 5. Mayar (Kaw).
JR MINI: 1. Adam Ward (Suz); 2. Chase Shumate (Kaw); 3. Matt Whisenhent (Suz); 4. Dustan Oates (Kaw); 5. Randy Newkirk (Suz).
SR MINI: 1. Bradley Thomas (Kaw); 2. Dennis West (Yam); 3. Ethan Peace (Yam); 4. Brian Whiteside (Hon); 5. William Bryant (Yam).
S/MINI: 1. Jason Laplante (Hon); 2. Adam Ward (Suz); 3. Matt Whiteside (Kaw); 4. Dennis West (Yam); 5. William Bryant (Yam).
125 A: 1. Jim Chester (Suz); 2. Jim Neese (Hon); 3. Shane Templeton (Hon); 4. Brandon Turlington (Suz); 5. Chuck Green (Suz).
125 B: 1. Stoner Ross (Hon); 2. Dustin Floyd (Suz); 3. Marc Woods (Yam); 4. Chris Gillespie (Suz); 5. Tim Terrell (Hon).
125 C: 1. Steve Willard (Suz); 2. Jason Harkey (Suz); 3. Ron Lawallen (Hon); 4. Chris French (Suz); 5. Jeff Day (Yam).
125 D: 1. John Rayle (Hon); 2. Tim Gunter (Yam); 3. Steven Sampson (Hon); 4. Tommy Basden (Suz); 5. Chadley Jajiri (Kaw).
250 A: 1. Jim Chester (Suz); 2. Bobby Stovall (Kaw); 3. Jim Neese (Hon); 4. Shane Templeton (Hon); 5. David Price (Yam).
250 B: 1. Marc Woods (Yam); 2. Chris Baldwin (Suz); 3. Nelan McFarland (Hon).
250 C: 1. Steve Willard (Suz); 2. Cliffrod Pierce (Hon); 3. Jason Stephson (Hon); 4. Todd Lineberry (Kaw); 5. Paige Caniness (Hon).
250 D: 1. Stephen Beiroy (Yam); 2. Aaron Harmon (Suz); 3. Steve Chambers (Kaw); 4. Steve Reckter (Kaw); 5. Keith Delker (Kaw).
25+ A: 1. Shane Templeton (Hon); 2. Bobby Stovall (Kaw); 3. Allen Alford (Yam).
25+ B: 1. Tim Mantooth (Hon); 2. Dean Sarver (Hon); 3. Tim Terrell (Hon); 4. David Shugart (Yam); 5. Neland McFarland (Hon).
35+: 1. Barry Nelson (Hon); 2. Benny Stone (Kaw); 3. William Bryant (Yam); 4. Jimmy Evers (Yam).

Stiles stomps Spring Creek Amateur Day Motocross

By George and Karen Hodkinson
Photo by Karen Hodkinson

MILLVILLE, MN, AUG. 3
Clark Stiles rode to wins in the highly competitive 125cc A and 250cc A classes, beating out some full and fast A classes in the amateur portion of the 125c/250cc Pro National held at John Matin's Spring Creek MX Park.

At the start of the 30-rider 125cc A class it was Chad Crosby with the holeshot, followed by Mike Atkinson and Mike Baker. Atkinson used his familiarity with the notoriously treacherous sand wash whoop section to gain the lead on lap one with Baker in second and Stiles in third.

By the end of lap one in the four-lap race, Atkinson had a four-second advantage over Stiles and Kevin Holstein, who had moved into third. By the second lap, Stiles was closing the gap on Atkinson, and was at his back wheel by the end of lap three with one lap to go. On the last lap Stiles tried to pull out all the stops, but was unsuccessful at getting around Atkinson, who held on for the win with Stiles at his back wheel when the checkers flew. Holstein finished third, with Brent Stevenson in fourth and Troy Kalina in fifth.

"This is my second race all year," said Atkinson. "I was just out there riding like I was practicing, and wasn't really worried who was behind me."

At the start of the second moto, Atkinson grabbed a huge holeshot and emerged from the sand wash followed by Kohanski, Stiles, and Cunningham. By the end of lap one, Atkinson was in control of the lead with Stiles not far behind, the two riders putting distance between themselves and the rest of the pack. Stiles passed Atkinson in the sand wash during lap two, and made the pass stick for a lead that would earn him the win. Atkinson stuck close for second, the two front-runners finishing the race 18 seconds ahead of third-place Kohanski, fourth-place Cunningham and fifth-place finisher Rene Lariviere.

Brent Stevenson grabbed the 250cc A holeshot at the start of moto one and held the lead until the end. Stevenson was under constant pressure from Kyle Love, who chased him in second, as well as Kim Houde and Craig Schwartz. After the sand wash, Stiles emerged in fourth behind Houde, the top four riders close enough to throw a blanket over. Love was able to pass Stevenson early in lap two, but Stevenson reclaimed his position in the whoops.

Stiles worked his way up to second, but washed out. However, Stiles managed to remount and chase the riders until the last lap, when he got around both Houde and Love to take second behind Stevenson.

At the start of moto two, Houde got out front with Lyle Block, Todd Walton, Todd Fletcher and Stiles following. After the whoops, Stiles moved into second behind Houde, but went down again and remounted in fifth.

"I was on the inside and my front wheel just slid out," Stiles said. "I got up and thought, 'Here goes.' I figured I'd get fourth or third at the finish."

By the last lap, Stiles was past Houde for second and chasing new race leader Walton. Stiles passed Walton through the sand wash to take the moto and overall wins. Walton, Houde, Love and Block finished second through fifth, respectively.

Houde later took two victories out of a possible three, winning the Veteran A and the Senior A classes, and finishing third in the second 250cc A moto.

"I'm getting ready to ride the Vet nationals in Glen Helen in November," said Houde. "I've been busy roofing, but I wanted to come down here to get ready for that."

At the start of the first Vet A moto, Houde grabbed the lead followed by Tim Rood, Bart Shiftlett and Kevin Dunham. The first two laps of the four-lap race were tight as Houde and Shiflett held on to their positions while Alan Regier got by Dunham for third. By the finish, Houde had a five-second lead and got loud cheers from the crowd as Shiftlett finished in second, followed by the close trio of Reiger, Darrell Miller and Dunahm, in third through fifth, respectively.

Houade again took the lead at the start of moto two, with Regier and Shiflett behind. Shiflett moved into second as Brad Erickson took third. Erickson got by Shiflett on lap two, but was too far behind Houde to challenged him for the lead. At the finish it was Houde with the win, followed by Erickson, Shiflett, Dunham, and Regier in second through fifth, respectively.

Results

MICRO MINI (4-6): 1. Cort Gregory; 2. Mike Shequen; 3. Kyle Phland; 4. Mike Malachesen; 5. Jake Erickson.
MICRO MINI (7-8): 1. Justin Rumpca; 2. Lance Gassert; 3. Cody Gilmore; 4. Chad Blank; 5. Cody Shykes.
P/W: 1. John Dehn; 2. Cole Berger; 3. Brett Phland; 4. Travis Laney; 5. Brandon Anderson.
MINI JR (7-11): 1. Adam Deal; 2. Derek Eidahl; 3. Matt Powers; 4. Bobby Widman; 5. Chris Nelson.
MINI JR (12-13): 1. Charles Barrett; 2. Jake Gottas; 3. Tucker Hibbert; 4. Kurtis McCabe; 5. Justin Brayton.
MINI SR (14-15): 1. Cory Semprini; 2. David Turk; 3. Joe Bjorge; 4. Casey Veil; 5. John Sprauge.
OPEN MINI (10-15): 1. Cory Semprini; 2. Charles Barrett; 3. David Turk; 4. Kurtis McCabe; 5. Jacob Scholar.
YTH: 1. Dennis Eckstrom; 2. Brandon Hoff; 3. Mich Delozier; 4. Jason Goodwin; 5. Shawn Graumann.
16-24 A: 1. Kyle Love; 2. Todd Fletcher; 3. Kevin Holstein; 4. Lyle Block; 5. Bill Medek.
16-24 B: 1. Mike Ryan; 2. Matt Kirar; 3. Luke Rich; 4. Mike Noga; 5. Chad Luhman.
16-14 C-1: Chris O'Brien; 2. Andy Mueller; 3. Simon Tusler; 4. Kris Nisula; 5. Eric Justis.
16-24 C-2: 1. Danny Thielges; 2. Shane Kruger; 3. Kory Rude; 4. Robert Lind; 5. Doug Nickelson.

25+ A: 1. Bart Shiflett; 2. Lawrence Hamm; 3. Todd Lentz; 4. Mike Graif; 5. Rusty Sorenson.

25+ B: 1. Steve Krech; 2. Greg Hude; 3. David Rock; 4. Erich Nightingale; 5. Pat McNamara.

25+ C-1: 1. Chris Pits; 2. Richard Burns; 3. James Laird; 4. Wade Schultz; 5. Shawn Sandback.

25+ C-2: 1. Paul Nonpas; 2. Robert Rauner; 3. Gregory Foeller; 4. Jason Loudin; 5. Don Torelki.

VET A: 1. Kim Houde; 2. Bart Shiflett; 3. Brad Erickson; 4. Alan Regier; 5. Kevin Dunham.

VET B: 1. Steve Krech; 2. Jeff Ferrin; 3. Brad Hallack; 4. Jeff Sandback; 5. Randy Saeger.

VET C-1: 1. Mike Schwenker; 2. Kelly Withem; 3. Jerry Turnsull; 4. Shawn Sandback; 5. James Bolin.

VET C-2: 1. Fred Freese; 2. John Urbanousky; 3. Tim Ross; 4. Scott Honer; 5. Carl Hein.

SR 40+ A/B: 1. Kim Houde; 2. Ken Kraus; 3. Ben Decker; 4. Loren Cook; 5. Harold Gooch.

SR 40+C: 1. Brian Cole; 2. David Knospe; 3. Thomas Morgan; 4. Mike Quinn; 5. Sterling Hinds.

S/SR 50+: 1. Peter Harnson; 2. Warren Wittwer; 3. Mike Edwards; 4. James Kirkpatrick.

WMN: 1. Susan Morgan; 2. Avery Prouty; 3. Kelly Larson; 4. Lori Flanagan; 5. Stacey Knudson.

125 A: 1. Clark Stiles; 2. Mike Atkinson; 3. Rene Lariviere; 4. Joe Hurd; 5. Noel Kohanski.

125 B-1: 1. Ryan Kelly; 2. Ryan Simpson; 3. Ben Broten; 4. Ryan Megaw; 5. Tevor John.

125 B-2: 1. Jeff Ferrin; 2. Aaron Huppert; 3. Travis Aho; 4. Luke Rich; 5. Mike Ryan.

125 C-1: 1. Josh Meyer; 2. Travis Anderson; 3. Don Bolte; 4. Mark Yahua; 5. Shawn McCormick.

125 C-2: 1. Paul Monpas; 2. Simon Tusler; 3. Mike Evenson; 4. Josh Williams; 5. Doug Tessner.

125 C-3: 1. Robert Lind; 2. Brandon Huff; 3. Bob Williams; 4. Lynn Weber; 5. Chris Salibury.

125 C-4: 1. Tim Zebro; 2. Paul Otto; 3. Steve Bechel; 4. Shawn Nelson; 5. Dave Guzzo.

250 A: 1. Clark Stiles; 2. Todd Walton; 3. Kyle Love; 4. Lyle Bock; 5. Keith Danielson.

250 B: 1. Mike Noga; 2. Greg Hyde; 3. Steve Spreutels; 4. Chad Luhman; 5. John Cochran.

250 C-1: 1. Chris Otis; 2. Dale Torecki; 3. Anthony Peterson; 4. Darwin Larson; 5. Brad Bauman.

250 C-2: 1. Andy Mueller; 2. Steve Krech; 3. Tony Hauer; 4. Kris Nisula; 5. Jason Louden.

250 C-3: 1. Gregory Foeller; 2. Jeff Pulley; 3. Klye Stickelmab; 4. Scott Determan; 5. Keith Damlow.

Gottas gasses to Midway Motocross victories

By George Hodkinson
Photo by Karen Hodkinson

KELLOGG, MN, JULY 28

Jake Gottas was again up to his winning ways in both the Mini (12-13) and Mini Open classes at the Midway Recreation Park.

At the start of the Mini (12-13) race, Gottas put his bike into the lead and never looked back as both Charles Barrett and Derek Osterberg gave chase. By the halfway point of the race, Gottas had managed to put some ground between himself and the competition, and finished the race with a healthy lead. Barrett finished in second, followed by Jacob Scholar, Osterberg and Ben Kramer in third through fifth, respectively.

The start of moto two was similar to moto one, with Gottas again grabbing the lead, followed by Scholar in second and Barret in third, the three riders leading the 19-rider field. Gottas repeated his wire-to-wire performance, taking the overall.

At the drop of the combined Over 25 A, B, and C it was A rider Todd Lentz in the lead, followed by C rider Mark Bushman and A rider Bern Seleski. Jeff Sorenson, another A rider, was making up for a bad start early in the moto and worked past Seleski to take second behind Lentz at the end of lap one. Lentz and Sorrenson distanced themselves from the field and were close for the lead right up until the finish. Lentz was on Sorenson like a bad habit, and finally made a pass stick near the end of lap three. Lentz, however, went down on the next lap in the dirty dozen whoop section, allowing Sorenson by for the lead and moto win. Lentz had to settle for second, ahead of Seleski.

Chuck Thompson led the B class across the line, followed in second by Jerome Hagen and in third by William Leclaire. Bushman, Miller and Kirk Hungate brought the C class home in first through third, respectively.

Results

MICRO MINI (4-6): 1. Ryan Dungey; 2. Mike Shequen; 3. Calvin Wolff; 4. Kyle Ohland; 5. Mike Maleschesen.

MICRO (7-8): 1. Justin Rumpca; 2. Ralphie Allen; 3. Brett Nagel; 4. Jade Dungey; 5. Bryce Berndoemi.

P/W: 1. Joshua Rolbiecki; 2. Brett Ohland; 3. Justin Rumpca; 4. Hade Dungey; 5. Joe Meyer.

MINI JR (7-11): 1. Bobby Widman; 2. Joshua Rolbiecki; 3. Brett Ohland; 4. Eric McIlquhan; 5. Casey Tolletson.

MINI JR (12-13): 1. Jake Gottas; 2. Charles Barrett; 3. Jacob Scholar; 4. Derek Osterberg; 5. Ben Kremer.

MINI SR (14-15): 1. Matt Omann; 2. Johnathan Sprauge; 3. Tony Blake; 4. Mike Engelen; 5. Adam Ehensteiner.

OPEN MINI (10-15): 1. Jake Gottas; 2. Charles Barrett; 3. Johnathan Sprauge; 4. Jacob Scholar; 5. Bobby Widman.

YTH: 1. Mike Kann; 2. Jake Beissel; 3. Matt Omann; 4. Thomas Moyer; 5. Mike Evenson.

16-24 A: 1. Shawn Woodward.

16-24 B: 1. Bryan Kremer; 2. Shelly Kann; 3. Chad Luhman; 4. Steve Thompson; 5. Jamey Grosser.

16-24 C: 1. Andy Mueller; 2. Marr Cray; 3. Phillip Bateman; 4. Brent Herber; 5. Dan Fitzgerald.

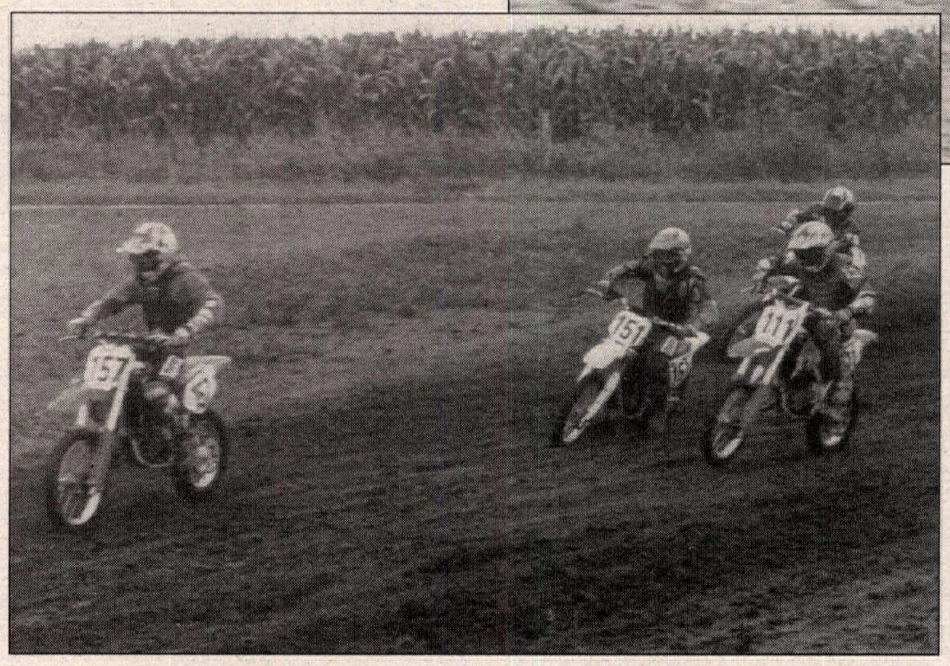
25+ A: 1. Jeff Sorenson; 2. Todd Lentz; 3. Bern Saleski.

25+ B: 1. Jerome Hagen; 2. Chuck Thompson; 3. William Krenik; 4. William LeClaire; 5. Donald Fox.

25+ C: 1. Eugene Miller; 2. Mark Bushman; 3. Kirk Hungate; 4. Kevin LeClaire; 5. Greg VanMoer.

VET A: 1. Jeff Sorenson; 2. Scott Steinle.

(Below) Jake Gottas (157) leads Charles Barrett (151) and Derek Osterberg (111) over Midway Recreation Park's MX course while on his way to a Mini (12-13) victory. Gottas added this win to a later Open Mini-class victory at the Kellogg, Minnesota, event.
(Right) Rob Redman blasted over the hill in only 6.056 seconds, a time good enough to knock challenger Walter Strank to second place and to earn Redmann the 400cc-class victory at the 1996 AMA Youth/Amateur National Hillclimb Championship held in Waterford, Ohio.



VET B: 1. William Krenik; 2. Tim Hanson; 3. William LeClaire.

VET C: 1. Jeff Risch; 2. Steve Annen; 3. Brian Cole; 4. Charles Crosby; 5. James Samuelson.

SR A/B 40+: 1. Roger Schellhammer.

SR C 40+: 1. Richard Dell; 2. Ranger Crofton; 3. Mike Atlas; 4. Rolfe Otterness.

S/SR 50+: 1. James Kirkpatrick; 2. Mike Carter.

WMN: 1. Shelly Kann.

125 A: 1. Mike Kann.

125 B: 1. Ryan Megaw; 2. Jake Beissel; 3. Shelly Kann; 4. Thomas Moyer; 5. Robert Newport.

125 C-1: 1. Bob Williams; 2. Kris Griese; 3. Jason Knoll; 4. Seth Tolletson; 5. Eric Haseline.

125 C-2: 1. Brian Larson; 2. Mike Evenson; 3. Ricki Dell; 4. Norman Konecny; 5. Logan Beckman.

250 A: 1. Shawn Woodward; 2. Chris Winds; 3. Scott Steinle.

250 B: 1. Mike Carlson; 2. Chad Luhman; 3. Chuck Thompson; 4. Steve Thompson; 5. Darwin Frideres.

250 C: 1. Eugene Miller; 2. Andy Mueller; 3. Kirk Hungate; 4. Joshua Crofton; 5. Brent Herber.

Wood wails at Waterford Hillclimb Nationals

By Rose Parmeter

WATERFORD, OH, JULY 26-28

After a disappointing but respectable fifth-place finish at the '95 Youth National Amateur Championships, Mike Wood reclaimed the 500cc-class title that belonged to him in '92 and '93, and succeeded with a ride that easily won the class and stood as the fastest ride of the event.

Wood sat in the top spot at the end of day one after climbing the relatively short but rugged incline in 5.781 seconds. On day two, Rick Parmeter caught Wood with a 5.433, but Wood looked confident as he waited through some 50 other riders to take his final shot. Wood blasted out of the hole and launched perfectly over the jump, then quickly continued to the two-bulldozer-wide jump at the 120-foot mark. Temporarily leaving the planet, Wood flew high above the hill crew and then landed on the much-steeper top of the hill and on through the lights with an amazing 5.129-second ride, easily winning the class with a time that held through both the remaining 750cc and Open classes as the fastest ride of the event.

In the 750cc class, top riders Rick Prebe and Jay Parmeter were both looking for a five-and-a-half-second ride, but both succumbed to mechanical problems and were forced to watch while Dave Perrigo clocked a 6.246 with a ride that looked like it would hold until Matt Nelson lit up his orange machine and smoked an amazing 5.587 for the win. Perrigo finished second, with Lloyd Haas in third. Prebe and Parmeter got lucky, finishing with national number-four and number-five finishes.

"It's just beginners' luck," said Nelson, who has been climbing for only two years. He credited his success to his friends. "Mike Wood, Todd Cipala, Bill Paider, and Ryan Peterson, all national winners themselves, have taught me the ropes and gave me the confidence I needed to win," he said.

Cipala took the Open-class victory in his typical "do it right the first time" style. He led the class on day one with a 6.459, and watched on day two as 30 other riders tried unsuccessfully to bust his time. Gary Waddell make a quick trip up the hill, but his 6.918 was just good enough for second place. Mike Bronk performed what looked like a winning ride, but a hard landing after a 50-foot flight left Bronk grasping for his throttle, and he was unable to recover in time.

Cipala, riding his fast Harley only twice this year, said, "It was a good year, a great year, and it's a great bike."

Results

MINI JR: 1. Joseph Bibbler; 2. Nickolas Patchen; 3. Jason Prebe; 4. Dan Myers; 5. Steve Van Horn.

MINI SR: 1. Anthony Dehart; 2. Matt Weaver; 3. Tate Pearson; 4. Larry Miller; 5. Jamie Rose Parmeter.

125: 1. Jeffery Ryan; 2. Jason Braun; 3. Ryan Peterson; 4. Dwayne Cox; 5. Bobbi Cipala.

200: 1. Danny Mears; 2. Nick Cola; 3. Lisa Tomjes; 4. Curtis Johnson; 5. Jeffrey Kirby.

250: 1. Tomm Doss Jr.; 2. Brent Stewart; 3. Ryan Lawrence; 4. Jackie Mason; 5. Dan Shaha.

400: 1. Rob Redmann; 2. Walter Strank; 3. Tod Parmeter; 4. Randy Frye; 5. Teddy Frye.

500: 1. Mike Wood; 2. Rick Parmeter; 3. Greg Thompson; 4. Gary Slater; 5. Scott Thomas.

750: 1. Matt Nelson; 2. David Perrigo; 3. Lloyd Haas; 4. Rick Prebe; 5. Jay Parameter.

OPEN: 1. Todd Cipila; 2. Garry Waddell; 3. Harry Denham; 4. Chad Falde; 5. Jeff Goody.

Burton, Tyer split OK City Half Mile

By Nicalee Sowders

OKLAHOMA CITY, OK, JULY 28

Casey Burton took the 250cc Pro-Am victory while Jason Tyer thrilled spectators by taking wins in both the 600cc Pro-Am and Open Amateur classes at the fifth annual Randy Cleek Memorial race held at the Oklahoma City Half Mile.

The 250cc Pro-Am race began as Casey Burton, Joe Snyder and Mark Witham all challenged each other for the lead. The biggest move was made by Ray Arnold, who sprang from sixth position to third in a matter of three laps. Arnold had tried several times to pass Witham, but didn't make the pass stick until the last lap. Burton managed to hold off the charging Snyder to take the victory.

In the 600cc Pro-Am class, last year's winner, Scott Deubler, jumped the start and was sent back to the penalty line. Jason Yager got the holeshot as Tyer, Nick Daniels and Deubler gave chase. Yager and Tyer broke away from the pack to settle the battle for first between themselves. Yager led lap after lap until the very last lap, when Tyer got momentum from turn four and passed Yager inside at the line to steal the victory. Yager took second and Deubler in third after a close race with Daniels.

The Open Amateur class was next, and Tyer got the holeshot and took a wire-to-wire win. Todd Ratlier gave chase, but didn't have anything for Tyer and ended up in second. Taking a lone third was Bryan Collins.

In the 85cc main, Carl Hickman grabbed the holeshot and led flag to flag. Cody Humphrey, Dusty Hening Jr. and Danny Eslick were engaged in a three-way battle for the second position. By lap four, Herring and Eslick's battle for second left Humphrey behind, and at the end it was Eslick in second as Herring's bike began to act up and Ryan Cheatum and Humphrey both passed him. Hickman took first, second went to Eslick and Cheatum claimed third.

Results

P/W STK: 1. Christopher Hockley (Yam); 2. Cameron Wilson (Yam); 3. Josh Long (Yam); 4. Levi Gilliam (Yam); 5. Trey Rasco (Yam).

P/W MOD: 1. Josh Long (Yam); 2. Ian Washburn (Yam); 3. Levi Gilliam (Yam); 4. Cameron Wilson (Yam).

85: 1. Carl Hickman (Kaw); 2. Danny Eslick (Kaw); 3. Ryan Cheaturm (Hon); 4. Cody Humphrey (Yam); 5. Dusty Herring (Yam).

125: 1. Carl Hickman (Kaw); 2. A.J. Eslick (Yam); 3. Eddie Dunham (Yam); 4. Jennifer Snyder (Hon); 5. Danny Eslick (Hon).

250 AM: 1. Brandon Cartwright (Yam); 2. Harry Pratt (Hon); 3. Mark Baxely (Yam); 4. Robert Vetter (Yam); Bobby Martin (Yam).

250 PRO AM.: 1. Casey Burton (Hon); 2. Joe Snyder (Hon); 3. Ray Arnold (Yam); 4. Stephen Jackson (Yam); 5. Mark Witham (Hon).

OPEN AM: 1. Jason Tyer (H-D); 2. Todd Ratliff (Rtx); 3. Bryan Collins (Yam); 4. Josh Vought (Yam); 5. Dan Deubler (Rtx).

600 PRO AM: 1. Jason Tyer (ATK); 2. Jason Yager (Rtx); 3. Scott Deubler (Rtx); 4. Nick Daniels (Rtx); 5. Russel Werner (Rtx).

OPEN EX: 1. Scott Stevens (Rtx); 2. Brandon Hancock (Rtx); 3. Joey Duvall (Rtx); 4. Tony Rulle (Rtx); 5. Eric Colvin (Yam).

Bagwill, Priputen hot at CRC Motocross

By Greg Robertson

PALMDALE, CA, AUG. 10

Daniel Bagwill and Scott Priputen dominated the 125cc Beginner and Novice classes, respectively, during the Simi Honda-sponsored round of California Racing Club's Saturday night motocross racing, held at Los Angeles County Raceway.

Bagwill jumped out to the early first 125cc Beginner moto lead over Masashi Motohashi and August Culver. Justin Witcher came flying up through the pack in an attempt to run down Bagwill, and the two front-runners quickly pulled away from the others. Witcher kept Bagwill in sight but had to settle for second at the checkers.

Witcher got the jump on Bagwill when the gate dropped in the second moto, but his lead only lasted a half a lap before he went down in the sand. With Witcher out of the way, Bagwill easily distanced himself from the field for the convincing win. Tyson Tittlemier held down second position up until the last lap, when he was caught by Motohashi and Witcher. Witcher and Motohashi passed Tittlemier and were side-by-side off the finish-line jump, with Witcher getting the nod for second overall.

Priputen turned a couple of good starts into a 1-1 sweep of the Novices. Wes Dell finished second in the first moto and looked to repeat in

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MOTOCROSS

(#7) The Evolution of Motocross
Gary Semics has put together the story of motocross' early days, highlighting 52 years of European and American racing. From the days when British dinosaurs ruled the roost to Jeremy McGrath on his CR250, you'll see it all in this 95 minute video from Gary Semics Video. **$42.95**

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video. **$33.95**

(#65D) 1994 Motocross des Nations
After 13 years of winning the "Olympics" of motocross, the American team came up second to the British champs. You'll see how it happened in this 90-minute show from Motovideo. **$29.95**

(#65E) 1995 Motocross des Nations
Great Britain stopped the USA's winning streak in '94, but the strong Belgian team made 1995 their turn after a 15-year wait. See just how close Team USA came to taking it back. 90 minutes from Duke Video USA. **$34.95**

(#67) 1995 World 125cc MX Series Review
Follow the entire '95 World Championship MX Series, from the stifling heat of Italy to the nail-biting clincher in Germany when just 3 points separated dynamic Italians Puzar & Chiodi. 90 minutes from Duke Video USA. **$34.95**

(#68A) 1995 World 250cc MX Series Review
Belgium's Stefan Everts started as favorite, but received constant pressure from fellow countryman Bervoets, USA's Moore and Vohland, Italy's Bartolini, Germany's Beirer, and England's Nicoll. Highlights cover all 15 rounds, down to when the title was decided at the final in France. 90 minutes from Duke Video USA. **$34.95**

(#68) 1994 World 250cc MX Series Review
Highlights of all the rounds of the '94 250cc MXGP Series featuring Greg Albertyn, Stefan Everts, Donny Schmit, Yves Demaria, Marnicq Bervoets and Kurt Nicoll in their quest for the World Championship. 90 minutes from Motovideo. **$29.95**

(#69) 1995 World 500cc MX Series Review
Belgian Joel Smets changed to a 4-stroke Husaberg in '95 in the hope of winning his first world crown. But Louisiana's former 125cc & 250cc World Champion Trampas Parker had his own ideas. Could he really stop Smets? 90 minutes from Duke Video USA. **$34.95**

(#149) 1994 Budd's Creek 250cc USGP
Team Pepsi-Honda's Yves Demaria shocked the American MX fans when he won the U.S. round of the '94 250cc World MX Championship Series at Budd's Creek, Maryland. Demaria led a massive European revolt eager to beat the dominant Americans at their own round of the World Championships. 47 minutes from Motovideo. **$149.95**

(#150G) 1996 Gainesville AMA National MX
Round #1 of 125cc and 250cc action from sandy Gatorback Cycle Park. 50 minutes from Fox Video. **$24.95**

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video. **$42.95**

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video. **$34.95**

(#162D) '93 AMA Nat'l. MX Season Review
Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Binghamton in the chase for the 125, 250 and last-ever 500 AMA National MX crowns. 90 minutes from Motovideo. **$24.95**

(#162E) 1994 AMA Nat'l. MX Season Review
Narrated by Larry Maiers, it's all here-highlights of the entire 1994 AMA 250cc National MX Championship Series. 60 minutes from Motovideo. **$24.95**

SUPERCROSS

(#301G) 1996 Orlando Supercross
Round #1 of 125/250cc AMA Supercross Series action from the Citrus Bowl in Orlando, Florida. 50 minutes from Fox Video. **$24.95**

(#310G) 1996 Minneapolis Supercross
Round #2 of 125/250cc AMA Supercross Series action from the Metrodome in Minneapolis, Minnesota. 50 minutes from Fox Video. **$24.95**

(#303G) 1996 Anaheim Supercross
Round #3 of 125/250cc AMA Supercross Series action from the former Rams Stadium in Anaheim, California. 50 minutes from Fox Video. **$24.95**

(#312G) 1996 Seattle Supercross
Round #4 of 125/250cc AMA Supercross Series action from the Kingdome in Seattle, Washington. 50 minutes from Fox Video. **$24.95**

(#304G) 1996 San Diego Supercross
Round #5 of 125/250cc AMA Supercross Series action from Jack Murphy Stadium in San Diego, California. 50 minutes from Fox Video. **$24.95**

(#306G) 1996 Atlanta Supercross
Round #6 of 125/250cc AMA Supercross Series action from the Georgia Dome in Atlanta, GA. 50 minutes from Fox Video. **$24.95**

(#302G) 1996 Houston Supercross
Round #8 of 125/250cc AMA Supercross Series action from the Astrodome in Houston, Texas. 50 minutes from Fox Video. **$24.95**

(#314G) 1996 Dallas Supercross
Round #9 of 125/250cc AMA Supercross Series action from Texas Stadium in Dallas. 50 minutes from Fox Video. **$24.95**

(#307G) 1996 Indianapolis Supercross
Round #10 of 125/250cc AMA Supercross Series action from the RCA Dome in Indianapolis, Indiana. 50 minutes from Fox Video. **$24.95**

(#313G) 1996 Tampa Supercross
Round #11 of 125/250cc AMA Supercross Series action from Florida's Tampa Stadium. 50 minutes from Fox Video. **$24.95**

(#309G) 1996 Pontiac Supercross
Round #12 of 125/250cc AMA Supercross Series action from the Silverdome in Pontiac, Michigan. 50 minutes from Fox Video. **$24.95**

(#308G) 1996 Charlotte Supercross
Round #13 of 125/250cc AMA Supercross Series action from North Carolina's Charlotte Motor Speedway. 50 minutes from Fox Video. **$24.95**

(#311G) 1996 St. Louis Supercross
Round #14 of 125/250cc AMA Supercross Series action from the TransWorld Dome in St. Louis, Missouri. 50 minutes from Fox Video. **$24.95**

(#315G) 1996 Denver Supercross
Final round (#15) of 125/250cc AMA Supercross Series action from Mile High Stadium in Denver, Colorado. 50 minutes from Fox Video. **$24.95**

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo. **$24.95**

(#325C) All Crossed Up
This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo. **$24.95**

(#325E) Lightning Strikes Twice
A review of all 15 Coors Light Challenge rounds of the 1994 AMA Supercross Series as Jeremy McGrath steamrolled the 250cc class on the way to his second consecutive title. Also includes highlights of Eastern and Western 125cc rounds. 60 minutes from Motovideo. **$24.95**

(#325F) Supermac Attack
From Orlando to Las Vegas, follow Jeremy McGrath as he collects his third consecutive AMA-sanctioned U.S. Supercross Series championship. Includes highlights of 14 rounds with behind the scenes profiles on how it all happens. 60 minutes from Motovideo. **$29.95**

TOURING AND ROAD RIDING

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design. **$22.95**

(#213) The Roads of Colorado
Actual footage of selected roads and points of interest throughout Colorado. This video makes an ideal tool for anyone planning a motorcycle trip through the Rockies. 90 minutes from L&M Productions. **$29.95**

(#220) Redline America
Enjoy a sport-touring rider's-eye view discovering the United States best motorcycling roads. See the Blue Ridge Parkway, Kodachrome Basin, Death Valley/Mt. Whitney, Yosemite, California's Highway 1 and 130, Washington Cascade 20, Needles Highway Route 87, the Badlands of South Dakota, and more. 40 minutes from Redline America Video. **$34.95**

ROAD RACING

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video. **$39.95**

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo. **$24.95**

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video. **$24.95**

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA. **$49.95**

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA. **$44.95**

(#78F) 1994 500cc GP Review
3 hours of terrific 500cc GP action in a memorable season of tough, exciting and dramatic racing. All 14 rounds are covered with extensive camera footage filmed from the air, the track, and on-bike with the top riders. 180 minutes from Duke Video USA. **$49.95**

(#78G) 1995 500cc GP Review
A battler from Brisbane becomes the most successful Australian rider of all time, a Texan hero bids a sad farewell to GP racing, a Superbike sensation from Georgia makes his 500 GP debut...see all the drama and outstanding performances in this official round-up of all 13 rounds of the '95 500cc GP season. 180 minutes from Duke Video USA. **$49.95**

(#79F) 1994 125/250cc GP Review
Watch all the 1994 250cc GP highlights in 90 sensational minutes plus the best of the 125s in 30 minutes, all in one brilliant tape; 120 minutes from Duke Video USA. **$39.95**

(#79G) 1995 125/250cc GP Review
2 hours of close-fought World Championship road racing featuring all the 250cc rounds and the best action from the 125's. Biaggi defends his crown against Harada & Waldmann while teenage star Aoki holds off Perugini, Sakata & the rest in the 125's. Includes plenty of on-bike camera footage. 120 minutes from Duke Video USA. **$34.95**

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video. **$33.95**

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video. **$33.95**

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video. **$14.95**

(#81D) '93 Laguna Seca US Grand Prix
John Kocinski raced the factory Cagiva to glory over Lucky Strike Suzuki's Alex Barros and Marlboro Roberts Yamaha's Luca Cadalora, confirming a straight flush of five American 500cc GP class winners at the California circuit. 55 minutes from Motovideo. **$14.95**

(#407B) 1995 Laguna Seca WSB
Round #7 featuring two legs of WSB Series action as the Aussies rule, and the American homeboys impress at Laguna Seca. 55 minutes from Duke Video USA. **$24.95**

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video. **$34.95**

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT '92. 115 minutes from Duke Video USA. **$42.95**

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA. **$42.95**

(#94E) 1994 Isle of Man TT
"The 11th Milestone"-Hundreds of entries from 19 countries, thousands of fans gathering on the Isle of Man from all corners of the globe, record-breaking race action - you'll see it all in this long-version 120 minute tape from Duke Video USA. **$42.95**

(#94F) 1995 Isle of Man TT
Record-breaking action from the road racing capital of the world on the official video of the Isle of Man TT. 72 minutes from Duke Video USA. **$34.95**

(#94G) 1996 Isle of Man TT
Joey Dunlop dominates in this official long-version video of the venerable Isle of Man TT. Featuring fantastic on-bike camera action as the racers take you around the island. 120 minutes from Duke Video USA. **$37.95**

(#93) Mad Sunday: The Fans' TT
Top class road racing might be one good reason to visit the Isle of Man TT, but it sure isn't the only one. Even if you're never lucky enough to experience the fans' TT for real, it's all here: "everything else" you'll ever see besides the racing on the weekend of Mad Sunday. 60 minutes from Duke Video USA. **$34.95**

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From preseason testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA. **$34.95**

(#103A) Kevin Schwantz - World Champion
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA. **$29.95**

(#103B) Schwantz: GP Year '94
A Grand Prix diary of the world's most exciting GP rider: The drama of this most heroic of all seasons is here, along with the lighter moments as Schwantz enjoys himself as a spectator at the Tour de France, hangs his leathers on the wall of the Hard Rock Cafe and woos the daughter of Argentina's president with a gift of 1,000 roses. 70 minutes from Duke Video USA. **$34.95**

(#115) Cutting Edge Bikes
Join Mat Oxley as he tests the best of the '94 GP bikes, including Doohan's Honda NSR500, Biaggi's 250cc Aprilia, and Sakata's 125cc Aprilia. This video provides a behind the scenes look at the leading edge of motorcycle racing and development. 72 minutes from Duke Video USA. **$34.95**

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo. **$29.95**

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Duke Video USA. **$19.95**

(#125) Hogs Wild!
A review of the 1992 U.S. Harley-Davidson TwinSports Championship as Scott Zampach and Mike Hale duel to the finish for the series title. 56 minutes from Duke Video USA. **$34.95**

(#248) 1992 AMA Superbike Series Review
Follow the '92 AMA Superbike Series from start to finish as Doug Polen and Scott Russell force a Ducati vs. Kawasaki showdown for the title. 55 minutes from Duke Video USA. **$34.95**

(#248A) 1994 AMA Superbike Series Review
Troy Corser, Jamie James, Colin Edwards, Fred Merkel and the rest fight to the finish line in this highlight video of the '94 U.S. Superbike Series. 40 minutes from Motovideo. **$24.95**

(#248B) 1995 AMA Superbike Series Review
With all the familiar top names (Corser, Edwards and Russell) returning to the WSB wars after the first AMA round at Daytona, the Smokin' Joe's dynamic duo of Mike Hale and Miguel DuHamel stormed their way through the rest of America to return the U.S. Superbike Series title back to the Honda mantle. You'll see highlights from each round in this 47-minute show from Motovideo. **$24.95**

(#400A) 1994 World Superbike Series Review
Follow the highlights of each round of the '94 WSB Series as Ducati's Carl Fogarty takes his Ducati down to the wire for the World Championship against defending champion Scott Russell after a season-long battle. 60 minutes from Motovideo. **$24.95**

(#400B) 1995 World Superbike Series Review
In '95, Carl Fogarty went one better and rewarded his loyal British fans by storming through his second successful WSB Championship on the big Ducati 916. Highlights from all 12 rounds from Hockenheim to Phillip Island, highlighted by interviews with top riders, on-screen graphics, championship positions and behind the scenes footage. 180 minutes from Duke Video USA. **$39.95**

(#16A) Fast Riding the Roberts Way
A unique and fascinating insight into the Kenny Roberts Training Camp in Barcelona, Spain. Watch the King in action again as he and Randy Mamola put the school's first pupils through their paces and shows you how to get the most out of your sport and road race bikes. 65 minutes from Duke Video USA. **$34.95**

TRIALS

(#75) 1995 World Trials Review
Is there no stopping Jordi Tarres? Right from the start of the season the Spanish trials phenomenon continued the roll which had already brought him his record-breaking 6th world title. This comprehensive review of all 10 rounds features a superlative display of concentration, incredible agility and awe inspiring entertainment. 60 minutes from Duke Video USA. **$34.95**

(#27) This is Motorcycle Trials
Top trials riders Steve Colley and Sammy Miller explain and demonstrate the art of trials riding, from basic principles to winning techniques. This video also covers the development of trials bikes and the sport over the last 40 years. 60 minutes from Duke Video USA. **$32.95**

(#27A) This is Advanced Motorcycle Trials
Join top international trials competitor Steve Colley on his home training ground in the rugged Isle of Man for this highly entertaining step-by-step guide to advanced trials techniques. 62 minutes from Duke Video USA. **$34.95**

SPEEDWAY

(#45E) 1995 U.S. Speedway National Championship
In a one-night, winner-take-all format, for the 26th consecutive year, the top 16 speedway racers from around the United States meet at Orange County Fairgrounds in Costa Mesa, California. Bruce Flanders, Terry Clanton and Margo King call the action, with 6-camera locations on this exciting race. 60 minutes from RAZ Video. **$29.95**

DIRT TRACK

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ en route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo. **$34.95**

(#182) Smooth Moves
A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr dueled all year for the title. 60 minutes from Motovideo. **$34.95**

VINTAGE

(#19) Barry Sheene - Champion
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc World Championship. 65 minutes from Duke Video USA. **$29.95**

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video. **$32.95**

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - classic racing at its best. 69 minutes from Duke Video USA. **$34.95**

(#118) Enduring Memories
Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how much the bikes changed the sport in just five years. 45 minutes from Motovideo. **$34.95**

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA. **$34.95**

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts' outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA. **$34.95**

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA. **$29.95**

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA. **$80.00**

(#44) Multi-Cylinder Magic
One of the magical memories of motorcycle racing in the 60's and 70's is undoubtedly the throaty music of multi-cylinder machines - a sound rarely heard on Europe's racetracks in the Nineties. Join us for over an hour of colorful aural and visual nostalgia as we relive the special magic of multi-cylinder motorcycles - and the men who made them famous. 70 minutes from Duke Video USA. **$34.95**

ENDURO & DUAL SPORT

(#28) Ride Like the Wind
Five different great off-road adventures: Follow Stephane Peterhansel as he wins some of the great motorcycle rally races worldwide, and join Yamaha's "Spirit of Adventure" riders on tours through Australia, Baja, and Utah. 93 minutes from Duke Video USA. **$34.95**

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video. **$34.95**

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video. **$34.95**

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo. **$24.95**

(#190) 1993 LA to Barstow to Vegas
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from After Images Video. **$34.95**

(#210A) 1994 Colorado 500
Join celebrities such as Malcom Smith & Wally Dallenbach for this famous 1000-mile trail ride through Colorado's small towns and Rocky Mountains in late summer '94. 90 minutes from L&M Productions. **$29.95**
(#210B) 1995 Colorado 500
A review of some of the highlights of the first 20 years of the Colorado 500, along with a look at the 1995 ride, covering 800 miles of beautiful Rocky Mountain trail riding scenery. 90 minutes from L&M Productions. **$29.95**

(#211) 1994 Cycle News Loretta Lynn DS Ride
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions. **$29.95**

(#212) The Trails of Colorado MC Trail Guide
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions. **$29.95**

VIDEO MAGAZINES

(#11) Rick Johnson - Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo. **$24.95**

(#26) Dangerous Damon Huffman
Meet Damon Huffman at the crossroads of his career as he moves from Suzuki to Kawasaki, and see why he has been tagged as one of the most promising young racers to come through the ranks in years. You'll see Damon at Washougal for a private practice day, and interviews provide insight into this bright young star. 45 minutes from Motovideo. **$34.95**

(#60B) MX-Posed: Volume #1 & #2
Volume #1 is 47 minutes, includes Project FMF RM125 hop-up, Damon Huffman profile, OpTak on-bike MX computer, a look inside Noleen Racing, and training tips from Jeff Spencer. Volume #2 is 47 minutes, profiles Rick Johnson, Damon Bradshaw, Steve Lamson, shows suspension set-up, and more. Both tapes from EPI (while supplies last), one low price.**$14.95**

(#70) Jeremy McGrath: Winning Can Be Fun!
Jeremy's positive lifestyle, combined with the love and encouragement of his family, exemplify what it takes to go after the checkered flag and be a winner...at the race track and in life. All-new footage filmed in 1995; 30 minutes from Musical Pictures Video. **$24.95**

(#25) Coop: The Guy Cooper Story
The amazing saga of America's most infamous MX racing star. From his humble beginnings to his magnificent racing career, this show will take you on an emotional roller coaster. 45 minutes from Motovideo. **$34.95**

(#57) Ride With Roeseler
It's a virtual-reality ride with Team Kawasaki's 10-time Baja 1000 winner Larry Roeseler! Join speedway legend Gene Woods and ESPN2's Jerry Bernardo for a hilarious visit to the Roeseler home, then on to harass National Enduro Champion Ty Davis. Follow Larry Roeseler along on the trails he used to train to win 10 Baja 1000 events. Combine incredible scenery with great helmet-cam footage with an original music soundtrack for the best off-road riding video ever. 45 minutes from Motovideo. **$24.95**

FREESTYLE & CRASHES

(#121) FLY
Check out this spring' 96 release from Fox...featuring Fox stars Jeremy McGrath, Damon Bradshaw, Mike Metzger, Doug Henry, John Dowd, Kevin Windham, and Serge Guidetty, pulling off incredible aerial maneuvers at places like the Paris and Anaheim Supercrosses, Glamis Dunes, Secret Honda Test Tracks, White Sands, Ocotillo Wells and Gatorback. 35 minutes from Fox Video. Music by Single Gun Theory, Eric B. & Rakim, Sprung Monkey, SNFU, NoFX, and Shelter. 35 minutes from Fox Video. **$29.95**

(#29) The Ultimate Ride
Rider/driver eye views of a wide variety of action and high-risk sports: flying, bobsledding, TT racing on the Isle of Man, rally driving, free-fall parachuting, driving a Lamborghini Diablo, diesel truck racing, karting, hang gliding, power boating, trials riding, skiing, bungee jumping, rollercoasting, and motorcycle GP racing. Features hi-fi sound with "surround sound" effects. 62 minutes from Duke Video USA. **$29.95**

(#63) Motocross Wipeout
Hundreds of gnarly crashes featuring slow-motion replays with a music video format. Footage from motocross and supercross events around the country. 60 minutes from Motovideo. **$24.95**

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross. **$24.95**

(#147B) Mud, Sweat & Gears
Wall to wall action with flying mud, endos, loop-outs, and crashes. Footage from Ohio's Treaty City Peace Pipe Enduro shows it's a worthy successor to the gone-but-not-forgotten Blackwater 100. 60 minutes from Motovideo. **$24.95**

(176A) Crash Impact II
Over 100 crashes & spectacular mishaps in a dozen categories of motorsports. 55 minutes from Powersports Video. **$24.95**

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video. **$29.95**

(#120) Terrafirma
The original big air freestyle Fox video featuring wild antics by Doug Henry, Ezra Lusk, Robbie Reynard, Ricky Carmichael, Travis Pastrana, James Stewart, and the King of Rock n' Roll. Soundtrack by Pennywise, Alice in Chains, Lucy's Fur Coat, Future Sounds of London and Soundbox. 35 minutes from Fox Video. **$24.95**

(#120A) Terrafirma2
Incredible footage of Jeremy McGrath, Doug Henry, Steve Lamson, Robbie Reynard, Mike Metzger, John Dowd, Ezra Lusk, Ricky Carmichael, Pedro Gonzalez, and the late Donny Schmit. Soundtrack by Mad Season, Face to Face, Corrosion, Pennywise, and Sprung Monkey. 45 minutes from Fox Video. **$29.95**

(#62) WhatUp!
The new generation video from Full Throttle Production that brings out insane aerial maneuvers by featured riders Ty Davis, Jeff Emig, Damon Bradshaw, Mike Craig, Damon Huffman, Ryan Hughes, Kyle Lewis, Phil Lawrence, Marty Smith, Rich Taylor, Ray Sommo, Nathan Fletcher, and introducing "Turtle." Original soundtrack by Royal Crown Review, Crux, Voo Doo Glow Skulls, MXPX, No Fun At All, Malfunction, Youth Brigade, NO FX, Pennywise, and Rancid. 30 minutes from Motovideo. **$29.95**

INSTRUCTIONAL AND TECHNICAL

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo. **$24.95**

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from Thumper Racing. **$38.95**

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from Thumper Racing. $33.95

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from Thumper Racing. **$23.95**

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video. **$35.95**

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video. **$45.95**

(#32) Two-Stroke Engine Rebuilding
Eric Gorr demonstrates how to rebuild the lower end of 2-stroke dirt bike engines. Learn techniques for transmission diagnostics & repair, plus handy tips for installing crankshafts & bearings. Supplemental manual included. 75 minutes from Forward Motion Video. **$34.95**

(#33) Rear Shock Service and Tuning
This video service manual by Eric Gorr is geared toward Kayaba and Showa single rear shocks used on many modern off-road and sport bikes. Learn everything from routine service to trouble-shooting and revalving. Supplemental manual features many helpful tech article reprints plus a guide to parts sources. 75 minutes from Forward Motion Video. **$34.95**

(#34) 4-Stk Performance Tuning & Maintenance
Eric Gorr demonstrates engine rebuilding and performance tuning for Japanese 4-cylinder 16-valve street bike engines. Highlights include computer-based tuning software, flow testing, and porting techniques. 160 minutes from Forward Motion Video. **$44.95**

(#35) Gary Semics MX Techniques #1
Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video. **$32.95**

(#36) Gary Semics MX Techniques #2
More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video. **$42.95**

(#37) Gary Semics MX Techniques #3: Jumping & Whoops
Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video. **$42.95**

(#38) Gary Semics MX Techniques #4: The Difference Between Amateurs & Pros
Jeremy McGrath's personal trainer, Gary Semics, uses his new 4-step video process to teach you the not-always-obvious differences between the very best riders on the track - and everyone else. Featuring footage shot in early '96, you'll see where Jeremy and other top riders train during the winter. Whether you plan to make MX a fun hobby, or become a full-on pro, the main objective of this video is to make you a better rider. 60 minutes from Gary Semic Video. **$42.95**

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech. **$41.95**

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo. **$44.95**

MOVIES

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design. **$37.95**

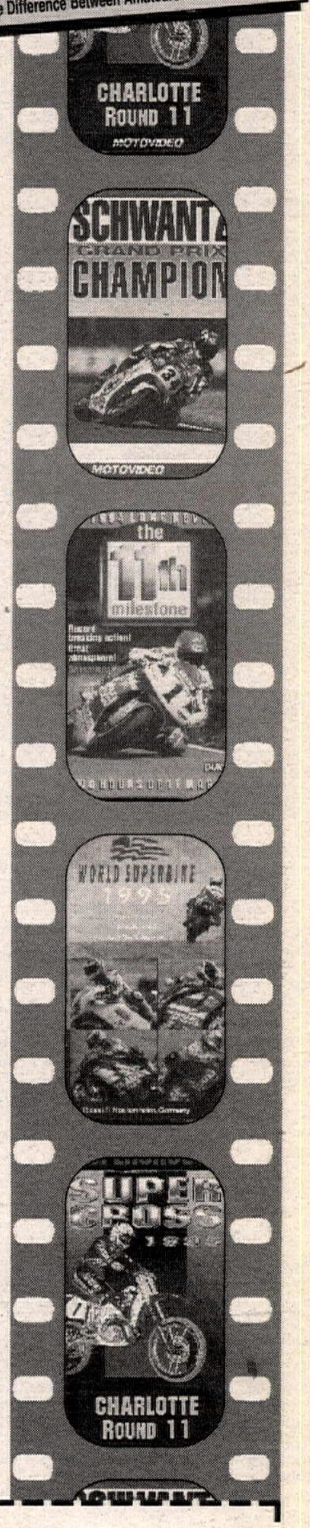
(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design. **$37.95**

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from KWB Marketing Group. **$44.95**

(#181) Heavy Duty: 90 Years w/ H-D
An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too...Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes from Duke Video USA. **$32.95**

WHATS NEW?

- 1996 Gainesville AMA National Motocross
- 1996 Seattle Supercross
- 1996 San Diego Supercross
- 1996 Atlanta Supercross
- 1996 Houston Supercross
- 1996 Dallas Supercross
- 1996 Indianapolis Supercross
- 1996 Tampa Supercross
- 1996 Pontiac Supercross
- 1996 Charlotte Supercross
- 1996 St. Louis Supercross
- 1996 Denver Supercross
- 1996 Isle of Man TT
- 1995 U.S. Speedway National Championship
- 1994 Colorado 500
- 1995 Colorado 500
- Fox's FLY Video
- Ride With Roeseler
- Gary Semics MX Techniques #4: The Difference Between Amateurs & Pros



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(Left) Brent Stewart sails to the top of the Central Illinois Motorcycle Club's new hill at the clubground in Neoga, Illinois, taking wins in the 250cc and 400cc Exhibition classes and earning the Amateur-class fast time on the way.
(Below left) Bryan Emig (16) pulled the Over 25 holeshot and went on to grab second in the class at the Washington Town and Country Fair event held in Washington, Missouri.

round two until a soil sample dropped him to fourth, where he finished. Nick Scott came through with 3-2 finishes for second overall.

Consistency paid off for Mark Neal as he took the Old Timers Expert-class win with a pair of runner-up finishes. Bob Millner won the first round, but a fourth in moto two gave the win to Neal by a point. Scott Freeman went 3-3 for third, while fourth in the standing, was Honda rider Frank Mathews with his 7-1 tally.

Results

P/W (0-6): 1. Billy Ballestero (Yam); 2. Cody Miles (Yam); 3. Shana Rhinehart (Yam); 4. Dustin Davis (Yam); 5. Shawn Butler (Yam).

P/W (7-9): 1. Shannon Cascio (Yam).

S/STK (0-6): 1. Dustin Davis (KTM).

S/STK (7-9): 1. Mitch Miles (KTM); 2. Jonathan Arana (LEM); 3. Timmy Ritzler (KTM); 4. Tye Hames (KTM); 5. Logan Holladay (KTM).

P/W MOD: 1. Riley Harper (LEM).

P/W BG TRK: 1. Mitch Miles (KTM); 2. Jonathan Arana (LEM); 3. Riley Harper (LEM); 4. Colton James (KTM); 5. Billy Ballestero (Yam).

60 BEG: 1. Jimmy Soliz (Kaw).

60 (0-8): 1. Edward Herring (Kaw).

60 (9-11): 1. Anthony Barbacovi (Kaw); 2. Ryan Roybal (Kaw).

80 BEG: 1. Bo Williams (Kaw); 2. R.J. Garcia (Suz); 3. Richard Enbanks (Yam); 4. Lane Boyer (Hon); 5. Jimmy Eberle (Yam).

80 (7-11): 1. Shane Smith (Hon); 2. Scott Howe (Yam); 3. Chris Nihan (Suz); 4. Anthony Barbacovi (Yam).

80 (12-13): 1. Bobby Steffan (Suz); 2. Miles Buck (Suz); 3. Dillon Olivas (Suz).

80 (14-16): 1. R.J. Thompson (Kaw); 2. John Grover (Yam).

125 BEG: 1. Daniel Bagwill (Yam); 2. Justin Witcher (Hon); 3. Masashi Motohashi (Suz); 4. August Culver (Kaw); 5. Tyson Tittlemier (Hon).

125 NOV: 1. Scott Priputen (Yam); 2. Nick Scott (Suz); 3. Wes Dell (Suz); 4. Art Salazar (Yam).

125 INT: 1. Jason Dubin (Suz); 2. Ito Posca (Kaw); 3. Dan Eckman (Hon).

250 BEG: 1. Mike Mahoney (Suz); 2. Jeremy Lillywhite (Yam); 3. Jeff Mathews (Hon); 4. Mr. Messinger (Yam); 5. Pat Lado (Suz).

250 NOV: 1. Ronnie Densford (Yam); 2. Bryan Lamborn (Hon); 3. Tyler Buck (Suz).

250 INT: 1. Nick Mairose (Suz); 2. Robbie Dunham (Yam); 3. Bobby Hall (Hon); 4. Brian Walker (Kaw).

500 BEG: 1. Mike Lavarello (Hon); 2. John Patterson (Hon).

500 NOV: 1. Tommy Roberts (Kaw); 2. Jason Higgins (Kaw); 3. Rhett Higgins (Kaw).

JR VET BEG: 1. Assaf Alush (Hon); 2. Larry Lial (Suz); 3. Bred Herch (Suz).

JR VET NOV: 1. Jason Pennington (Hon); 2. Darrell Sanders (Yam); 3. Kenny Hau (Hon).

VET BEG: 1. Darryl Whiteside (Suz); 2. David Jenson (Yam); 3. Kory Russell (Kaw); 4. Brian Merrill (Hon); 5. Andy Flum (Yam).

VET NOV: 1. Brett Allen (Hon); 2. Bruce Richards (Kaw); 3. Gary Harada (Hon); 4. John MacMiller (Suz); 5. John Jackson (Kaw).

VET INT: 1. Ed Tripp (Hon).

VET EX/PRO: 1. Jon Zahrt (Yam); 2. Eric Casas (Yam); 3. Mark Horton (Yam); 4. Leo Saul (Yam).

SR NOV: 1. Ress Benson (Hon).

O/T JR VET: 1. Willie Kennedy (Hon); 2. Harold Smith (KTM); 3. Steve Williams (Hon).

O/T NOV: 1. Bill Lombard (Hon); 2. John Webb (Hon); 3. Asker Larnkjaer (Suz); 4. Peter Perry (Hon).

O/T AM: 1. Richard Bealer (Yam); 2. Don Meiner (Hon); 3. Hank Owen (Hon).

O/T EX: 1. Mark Neal (Yam); 2. Bob Millner (Hon); 3. Scott Freeman (Hon); 4. Frank Mathews (Hon); 5. Jim Smith (KTM).

O/T MS B: 1. Mike Chesbro (Hon); 2. Dennis McAdam (Kaw); 3. Bill Schultz (Yam); 4. Bob Dunham (Yam); 5. Rhett Higgins (Kaw).

OT MS A: 1. Jerome Gibson (Hon); 2. Ken Renaux (Suz).

Central Illinois M.C. Hillclimb returns

By Bud Northrup
Photo by Mark Lewis

NEOGA, IL, AUG. 11
After more than 20 years, the Central Illinois Motorcycle Club returned to the hillclimb circuit in District 17, unveiling its new hill at the clubgrounds near Neoga, Illinois with a semi-pro sanctioned points-paying climb.

Brent Stewart and Jason Northrup shared fast-time honors on this first climb, each claiming one win in the amateur session and another in exhibition-class action. Tom Compton also picked up two wins. Halftime entertainment featured a foot "dash for cash" for the youngsters and a hillclimbing demonstration by Dusty, the hillclimbing dog.

Stewart recorded his fast time in the 250cc class, turning a very good 3.324-second run on his first ride to take the first-round class lead, just ahead of Andy Fortner, who delivered an almost equally fine 3.329 second time. That fast time held up until the 500cc class, when David Peirson carded a 3.254-second run to take that class lead at the break, and Compton ran an even faster 3.218-second fast time in the Open class at the end of the first-round amateur rides.

In second-round action, Stewart blew over the hill in an excellent 3.083 seconds to take his ninth 750cc-class win of the year and move back on the fast-time bubble. His time stood up throughout the amateur classes, earning him his second fast time of the season, an impressive performance on a 250cc machine. Fortner bettered his first ride as well, but his 3.224-second time left him in second place. Craig DeHart topped the hill in 3.591 seconds for third.

Northrup picked up his fast time in the Open Two-Stroke Exhibition class. Stewart set the stage again in the class with a first-round ride of 3.108 seconds to take the first-round class lead, then became the first rider to break the three-second barrier with a super-fast 2.990-second ride in the second round. Northrup and Former both attempted to jump from the first to the second stage on their first rides, but neither was able to land and recover for a fast ride. However, on their second rides they stayed closer to the ground with excellent results. Former took his Honda over in 2.963 seconds, then watched as Northrup turned an even faster climb in 2.938 seconds, setting the overall fast time for the day and the record for the new hill. It was Northrup's seventh fast time of 1996. Stewart's time held up for third place.

In the Youth class, National number two Matt Weaver edged out National Champion Anthony DeHart for the 85cc-class win. Weaver turned 4.207 seconds while DeHart carded a 4.356-second ride. National number six Becky Williams took third with a time of 5.375 seconds.

David Person remained undefeated in the 200cc class, picking up his seventh win of the season in as many attempts with a time of 3.720 seconds. Scott Sheets stopped the clock at 8.005 seconds for second place while John Monroe finished third.

Steve Shafer turned in two very good rides, his best a first-round ride of 3.592 seconds, good for the win in the 400cc class. Paul Hillard put his bike over the top in 3.851 seconds for second place, followed by Larry Christ.

Northrup, the current 500cc-class point leader, extended his lead with a very good 3.100-second run to take his sixth 500cc win of the season, while Andy Fortner maintained his runner-up position by claiming second with a good 3.229-second run. Dave Person took the first-round lead with a 3.254-second first round run, but couldn't better that on his second ride and finished third.

In 750cc action, Northrup took the first-round lead with a 3.329-second run only to see that time beaten twice on the second round, first by Jim Hillard then again by Bob Glenn. Hillard turned a fine 3.273 seconds to take his third win of the season. Glenn stopped the clock in 3.321 seconds for second place, and Northrup changed his gearing at intermission but lived to regret it as the big triple bogged slightly coming off the jump, leaving him with a 3.400-second time on his second ride for third place.

In Open-class action, Tom Compton made his first appearance of the season and came away with a fine 3.218-second win. Bob Fisher flashed some of his considerable speed on his 1200cc Harley, running a good 3.504-seconds for second place, while class points leader John Hillard put his bike over the top in 3.549 seconds for third place.

Roger Ridden picked off the Senior Class win with a good 3.459-second run. Glenn tightened up the point standings by coming in second with a 3.481-second run, gaining three points on class leader Craig DeHart, who finished third in 3.686 seconds.

Stewart picked up his second win in the 400cc Exhibition class with a very fast 3.080-second run, just faster than Steve Shafer, who turned 3.099 seconds. Fortner took the third-place money with a 3.264-second ride.

Compton picked up his second Open Four-Stroke-class win on his monster Kawasaki with a very quick 3.111-second run. Bob Urnikis took the second-place cash with a good 3.267-second effort, with Harley-mounted Bob Fisher running third in 3.341 seconds. Pat Sarver ran his 750cc Kaw over in 3.764 seconds for fourth place. Larry Christ entertained the crowd and thrilled the hill crew as he charged out of bounds on his first ride, running over one hill man and chasing at least three others into the woods. He offered his apologies to the crew and promised to be more in control on his second ride, and he was, taking it over the top in 3.891 seconds for fifth place while the hill crew watched from various strategic positions behind trees of their choice.

The real hit of the day, however, was Dusty, the hillclimbing dog. Dusty, appropriately outfitted in riding pants, jersey, helmet and goggles, rode in front of Compton as the duo crashed after approximately 80 feet on their first ride. Dusty gave Tom a pep talk and some riding tips, and they went on to top the hill successfully on their second ride in a very respectable four seconds.

Results

85 YTH: 1. Matt Weaver (Kaw); 2. Anthony DeHart (Hon); 3. Becky Williams (Kaw); 4. Greg Liston (Kaw); 5. Mike Sarver (Kaw).

200: 1. David Person (Kaw); 2. Scott Sheets (Yam); 3. John Monroe (Suz).

250: 1. Brent Stewart (Yam); 2. Andy Former (Suz); 3. Craig DeHart (Hon); 4. John Brady (Yam); 5. Jason Northrup (Yam).

400: 1. Steve Shafer (Yam); 2. Paul Hillard (Yam); 3. Larry Christ (Hon); 4. Doug Campbell (Hus); 5. Mike Hillard (Yam).

500: 1. Jason Northrup (Hon); 2. Andy Fortner (Hon); 3. Dave Person (Kaw); 4. Doug Campbell (Kaw); 5. Kelly Brady (Hon).

750: 1. Jim Hillard (Kaw); 2. Bob Glenn (KTM); 3. Jason Northrup (Kaw); 4. Tom Rollins (Kaw); 5. Pat Sarver (Kaw).

OPEN: 1. Tom Compton (Kaw); 2. Bob Fisher (H-D); 3. John Hillard (H-D); 4. Roger Ridden (Kaw); 5. Jerrod Lindquist (Kaw).

SR: 1. Roger Ridden (Kaw); 2. Bob Glenn (KTM); 3. Craig DeHart (Hon); 4. Roger Hackbarth (Hon); 5. Herb Curran (Tri).

STK EXHIB: 1. Andy Fortner (Yam); 2. Jason Northrup (Yam).

400 EXHIB: 1. Brent Stewart (Yam); 2. Steve Shafer (Yam); 3. Andy Former (Suz); 4. Jason Northrup (Hus); 5. Anthony DeHart (Hon).

OPEN 2-STRK EXHIB: 1. Jason Northrup (Hon); 2. Andy Former (Hon); 3. Brent Stewart (Yam); 4. Dave Person (Kaw); 5. Craig DeHart (Hon).

OPEN 4-STRK EXHIB: 1. Tom Compton (Kaw); 2. Bob Urnikis (Kaw); 3. Bob Fisher (H-D); 4. Pat Sarver (Kaw); 5. Larry Christ (H-D).

Stone rocks 'em at Washington MX

By Bob Jones
Photo courtesy of Washington Missourian Newspaper

WASHINGTON, MO, AUG. 11
Doug Stone took home the lion's share of the $6000 purse at the Washington Town and Country Fair in Washington, Missouri, as over 12,000 spectators filled the grandstands to witness Stone grab wins in the 125cc Expert and 250cc Expert classes.

In the 125cc Expert main, Stone got the holeshot, followed closely by Andy Boyer and Mark Morris. Morris overjumped the grandstand triples on the second lap, bringing out the caution flags. Stone led until the eighth lap of the 12-lap main event, when he collided with a lapped rider while exiting the tunnel whoops. Boyer took the checkers, but was moved back one place due to a yellow-flag controversy, thus handing the win to Stone.

Trey Owens got the 250cc Expert main holeshot ahead of Bryan Emig and Todd Sheedy. Owens started to stretch it out ahead of the dogfight for second among Josh Demuth, Stone and Sheedy. Owens crashed going over the tunnel jump and dropped to fourth, Demuth taking the lead with Stone dogging his every move.

With only three laps to go, Demuth and Stone went into the whoop section on the heels of some lapped traffic. Demuth got stuffed by a backmarker and Stone got away from him, holding the lead all the way to the finish.

Results

125 EX: 1. Doug Stone; 2. Andy Bower; 3. Josh Demuth.
250 EX: 1. Doug Stone; 2. Josh Demuth; 3. Todd Sheedy.
25+: 1. Todd Sheedy; 2. Bryan Emig; 3. Brad Risinger.
125 B: 1. C. Blankenship; 2. Nick Walsh; 3. Ray Connolly.
125 C: 1. Adam Clark; 2. Jay Bernhardt; 3. M. Newburry.
250 B: 1. Matt Wilson; 2. Nick Walsch; 3. David Wilfong.
250 C: 1. Doug Sidewell; 2. James Rudd; 3. Craig Mickey.
80 JR: 1. Joey Gerbes; 2. Shawn Stewart; 3. Joel Larose.
80 SR: 1. Chris Graham; 2. Chad Votova; 3. Adam Young.
P/W: 1. Eric Gerbes; 2. Cory Siegried; 3. Adam Gulley.
30+: 1. Dan Ryder; 2. Paul Willis; 3. Dave LaFond.

What's old is new at Days of Glory DT

By Sabrina Thomas

WEEDSPORT, NY, JULY 27-28
The stars of yesteryear were in their glory as they paraded for the enthusiastic crowd at the fifth annual Days of Glory Vintage Motorcycle weekend.

Legends such as Dick Mann, David Aldana, Don Castro, George Roeder, Sid Swarm, George Richtmeyer, Davey Carlson, Whitey Anderson, Dick Carey, Harold Boyajian, Jeff Smith, grass track champ Adrian Moss and Nate Sheldon all were in attendance.

George Wills won the Dinosaur class for the second year in a row on his 1948 Harley-Davidson handshift WR. John Daniels initially led the 250cc Classic feature, but Joe Gately, on a Triumph, got by him and ran away for the convincing win.

John Plumb shot out front in the 250cc Modern Vintage class, but David Aldana moved in close for the company on the second lap. Henry Landry moved into third, and Mark Thomas took fourth. The order remained the same until after the halfway flags, when Landry's Bultaco took a low line and grabbed the lead. Thomas sneaked into third, just behind Landry and Aldana. The racing got intense when the two hot and heavy front-runners caught up to some

lapped riders, and kept their drive for the win through the pack. Landry held on for his life as he drove across the finish line with a just tire width to spare over Aldana. Mark Thomas placed third.

Fran Brown was first off the line in the Classic 500/750cc feature aboard his Matchless. George Wills snatched the lead away on the back straight but Brown was not to be outdone and got it back on the very next lap. Meanwhile, George Richtmeyer joined the fun by diving into second place, and then right under Brown in the next turn for the lead.

As Rightmeyer enjoyed the air, former Grand National champion George Roeder cut through the masses behind him. On the next lap, however, Roeder held up his hand and moved off the field, his 30-year-old Ken Maely shoe broken in half. The top three were Richtmeyer, Brown and Wills. Richtmeyer rode four bikes in separate classes, and won two of them after mechanical problems sidelined him from the others.

Duane Veeder led the pack in the 600cc Pro-class main, pursued hotly by Roger Durkee. Durkee was aiming for Veeder's spot, but Veeder had a smooth, secure line and could not be shaken. Veeder held his line, despite Durkee pressing him both high and low, until the last lap. As the white flag waved them by, Durkee scraped by Veeder on the front straight. Veeder raged after Durkee in the half lap that remained, but came up short by a slim margin at the checker.

Results

DINO VINT: 1. George Wills (H-D); 2. Blake Wilson (Ind); 3. Jim Smith (Ind).

CLSC 250: 1. Joe Gately (Tri); 2. Danny Ward (BSA); 3. Carl Forkey (H-D); 4. John Daniels (Bul); 5. John Plumb (Bul).

MDRN 250: 1. Henry Landry (Bul); 2. David Aldana (Bul); 3. J. Mark Thomas (Oss); 4. Dave Scheffer (H-D); 5. Lee Florin (H-D).

SR: 1. Gig Hamilton (Mai); 2. Jim Chillingsworth (Tri); 3. Gary Brennan (Tri); 4. Tony Pino (Tri); 5. Tony Haas (BSA).

CLSC 500/750: 1. George Richtmeyer (Tri); 2. George Wills (Tri); 3. Fran Brown (Mat); 4. Rusty Lowry (H-D); 5. Leo Jovanovic (BSA).

MOD VINT 600: 1. Steve Longo (Tri); 2. Ron Hall (Bul); 3. Bill Harrett (Tri); 4. Greg Bastek (Hon); 5. Blake Wilson (Hon).

MOD VINT 750: 1. George Richtmeyer (Tri); 2. Steve Longo (Tri); 3. John Plumb (Yam); 4. David Aldana (BSA); 5. Henry Landry (BSA).

SEMI PRO 250: 1. Roger Durkee (Hon); 2. Bob Weiss (Hon); 3. Ken Shaffer (Hon); 4. Brian Newman (Kaw); 5. Fred Longo (Hon).

SEMI PRO 600: 1. Roger Durkee (Rtx); 2. Duane Veeder (ATK); 3. Chris Hart (Rtx); 4. Bob Weiss (Rtx); 5. Shaun Clark (Rtx).

MGC ML DSH: 1. Roger Durkee (Rot) 2. Duane Veeder (Rot); 3. Fran Brown (Tri); 4. Bob Weiss (Rot); 5. George Richtmeyer (Tri).

Burkhart boss at Old Towne Park MX

By Rupert F. Pellett

FRANKFORT, OH AUG 11

Mark Burkhart returned from the Loretta Lynn's Amateur National Championships in Tennessee with a big trophy and a lot of pressure off his back, and the speedy Ohioan decided to show the locals how to twist the throttle at Frankfort's Old Towne Park. Driving straight home from Tennessee barely slowed the 250cc B Modified National champ as he utilized four impressive holeshots to simply run away from all challengers in the 250cc B and 16-to 24-year-old divisions at this south-central Ohio facility. In the first 250cc B moto Burkhart was already long gone when a minor battle ensued between Chris Kuhn, J.C. Cravens and C.J. Leach, with Kuhn ultimately using a better line through the uphill stutter-jump section to pull away for good and post second place. Cravens and Leach would follow in their respective positions. The second moto was uneventful with Burkhart doing his usual magical disappearing act to run off with the overall. In A-class action it was all Joe Oehlof as the Northern Ohio Suzuki pilot used consistent finishes to fight off the advances of Ohio's Chris Berry in all motos and Perris, California's Steve Antirich in the 125cc A division. CN

Results

50 (4-6): 1. Ryan Ivers (KTM); 2. Tyler Maxel (KTM); 3. Wesley Jett (KTM); 4. Andy Matheny (KTM); 5. Mike Passavant (KTM).

50 (7-8): 1. Patrick Massie (LEM); 2. Tommy Pellett (Cob); 3. Nathan Saving (KTM); 4. Justin Hill (KTM); 5. T. Maxel (LEM).

65: 1. Joey Pellett (Kaw); 2. Patrick Massie (Kaw); 3. Nick Carroll (Kaw); 4. Troy Stuart (Kaw); 5. Chris Chapman (Kaw).

Mini: 1. Dillion Rhoades (Hon); 2. Joey Pellett (Kaw); 3. NIck Carroll (Kaw); 4. Jeremy Clyburn (Yam); 5. Jason Owens (Kaw).

Mini: 1. Derek Sturgell (Kaw); 2. Trevor Moriva (Hon); 3. Dustin Cottrill (Suz); 4. Jon Nichols (Suz); 5. Steven Chapman (Kaw).

125A: 1. Joe Oehlof (Suz); 2. Steve Andrich (Suz); 3. Chris Berry (Hon); 4. Brian Post (Kaw); 5. Joe Barney (Kaw).

250 A: 1. Joe Oehlof (Suz); 2. Chris Berry (Hon); 3. Brian Post (Kaw). 16-24: 1. Mark Burkhart (Hon); 2. Chris Kuhn (Kaw); 3. J.C.Cravens (Yam); 4. C.J.Leach (Yam); 5. Darell Pitsinger (Hon).

WMN: 1. Stacia Allison (Hon).

125 B: 1. Kevin Perkins (Suz); 2. Ryan McHale (Hon); 3. Rob Cherry (Hon); 4. Darrell Pitsinger (Hon); 5. Chris Smith (Suz).

250 B: 1. Mark Burkhart (Hon); 2. Ryan McHale (Hon); 3. Chris Osbourne (Yam); 4. Troy Stanley (Suz); 5. Chris Kuhn (Kaw).

OPEN B: 1. Brad Sells (KTM); 2. Donald Passavant (Hon); 3. Larry Shumaker (Hon); 4. Joe Collins (KTM); 5. John Jacobs (Mai).

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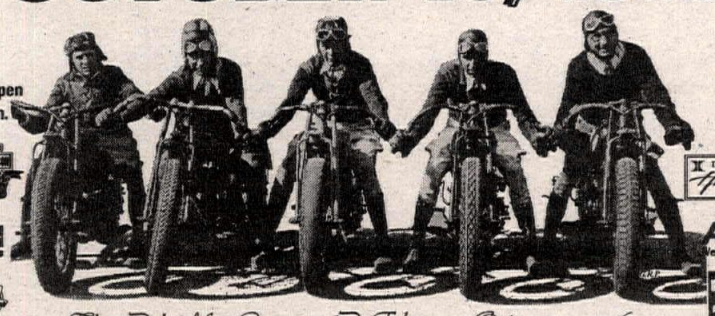

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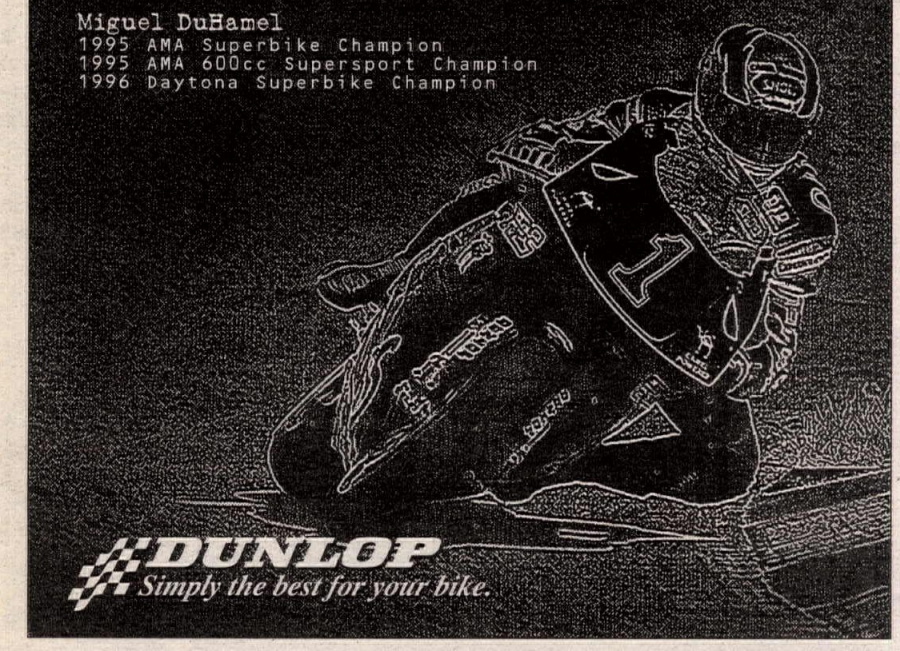

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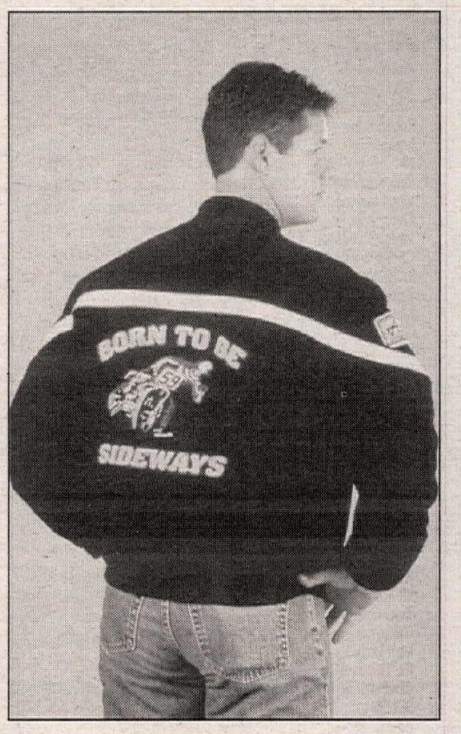
FirstGear, in conjunction with Tucker Rocky/Nempco, is offering this extremely **limited edition flat track jacket**, which captures the spirit of the sport's early heydays. The soft black suede jacket features a cream-colored leather racing stripe and embroidered logo patches bearing the names of some of the early after-market dirt track equipment suppliers like *Axtell, Barnes Sprockets, Maely Steel Shoes, Trackmaster Frames* and *Webco*. The embroidered custom logo



on the back features the "Born To Be Sideways" slogan wrapped around a sliding dirt track racer. The jacket also features elastic knit cuffs, neck and waist, and zippered hand warmer pockets. The inside features a nylon satin style lining with an exclusive "American Race Tracks" print designed by moto artist Hector Cadamatori. Only 300 of the jackets have been made, and Tucker Rocky reports that half of those have been sold already. The jacket retails for $299.95. For more information contact your local motorcycle dealer. CN

RESULTS

Motocross
Southland Racing Assn.
Carlsbad, CA
July 28

VET NOV/BEG
Todd Ferguson Yam
Mikc Dunlap Kaw
Gorden Keller Suz
Thomas Engelhardt Yam
Steve Licon Kaw
OPEN
Johnny Campbell Hon
Craig Adams Kaw
Dave Powell Hon
Mike Bierman
Kirk Chandler Hon
4-STRK
Chad Blough Hon
Tim Staab Hon
Mike Seeley Hon
Ryan Cameron Kaw
SR/WMN
Bob Maxwell Hon
Tracy Hrach Yam
Paul Vogelsang Yam
Dave Jacobus Hon
Richard Kastner Hon
TEAM
Mike Shoemaker/Bob Maxwell
Eric Smith/Paul Vogelsang
Ed Tyynismaa/Tim Staab
Johnny Nicoll/Billy Nicoll
Brian Fountain/Jim Willmon
VET EX/AM
Mike Shoemaker Yam
Eric Smith Hon
Craig Adams Kaw
Ed Tyyuismaa Hon
Chip Norton Hon
250
Jim Willmon Yam
Charles Buley Hon
Mike Gasper Kaw
Chris Kirby Yam
Rodger Blickman Hon
80-200
Billy Nicoll Yam
Johnny Nicoll Hon
Garit Wallace Kaw
Billy Macias Suz
Donnie Starr Suz

Motocross
Claverack Motocross
Hudson, NY
Aug. 4
By Rose A. Sickenius and Mary Thompkins

P/W (4-6)
Brian Yarrish KTM
Garret Wilson LEM
Mike Stryker KTM
Jonathan Habacker KTM
Greg Infinger KTM
P/W (7/8)
Phil Nicoletti LEM
Mike Gesso LEM
Jamie Lawrence LEM
Robert Brew Cob
Jessica Flach Hon
60
Robert Johnson Kaw
John Lawrence Kaw
Phillip Nicoletti Kaw
Jordan Crawford Kaw
Chris Fleece Kaw
S/MINI
Tyler Griffin Kaw
Matt Longden Yam
Guilherme Senanech Yam
John Santord Hon
Jeff Bubbico Kaw
P/W (4-8) SUZ & YAM
Robert Brew Yam
Jimmy Economou Yam
Garrett Wilson Yam
Dave Kilventon Yam
Chris Economou Suz
JR MINI
Reed Hoystradt Suz
Stephen Mootz Hon
Tom Stinson Kaw
Jeff Bubbico Kaw
SR MINI
Tyler Griffin Kaw
Guilherme Semanech Yam
Matt Longden Yam
Joe Trimarchi Yam
Elio Perciera Yam
SCHBY
Ed Arasinwicz Hon
Mike McInerney Suz
Jeffery Koenig Suz
Shawn Russo Suz
Darryl Lipnski Yam
125 C
Scott Fleece Suz
Michael Mielke Suz
John Parron Hon
Jason Toblenicz Suz
Mike McInerney Suz
250/OPEN C
Joshua Sequine Hon
Wayne Tomlins Kaw
Kyle Jansen Hon
Glen Castell Suz
James Pasquale Kaw
25+ B
Tom Callahan Hon
Don Betts Hon
Kevin McCarthy Suz
John Gustafson Yam
Ron Monette Yam
VET B (30+)
Edward Ladd Suz
Ray Micucci Yam
Kevin McCarthy Suz
Ron Monette Yam
Keith McCarthy Hon
CLGBY
Greg Pamart Suz
Henry Mormile Hon
Bodie Bates Hon
Darren Edsall Kaw
Vinny Catalno Kaw
125 B
Ed Arasinwicz Hon
Bodie Bates Hon
Tom Callahan Hon
Butch Kingston Suz
Josh Gelber
250 B
Andy Wilch Hon
Ray Micucci Hon
Tom Schneider Suz
Jaime Lloret KTM
Kevin McCarthy Suz
25+ A
Carlo Coen Suz
Mike Spear Suz
Darren O'Connell Hon
Mark Schroeder Suz
Chris Clark Kaw
30+ A
Mike Spear Suz
John Coen Suz
Mike Barna Yam
Phil Desousa Yam
Tom Hall Yam
125 A
Carlo Coen Suz
Eric Reilly Kaw
Keith Troccoli Suz
Steve Barna Yam
David Harras Suz
250 A
Carlo Coen Suz
Eric Reilly Suz
Greg Pamalt Suz
Keith Troccoli Suz
40+
Jeff Thompson Hon
Rich Johanson Hon
Gary Fetzer Hon
Erick Guenkel Yam
Eric Heinecke Hon

Motocross
Challenger Raceway
Jacksonville, PA
Aug. 5

126-250
Greg Winslow Hon
Kirby Howard Kaw
Joshua Yost Suz
Jeff Danner Kaw
106-125 A
Tony Waugman Suz
Michael Winslow Hon
106-125 B
Tim Stroyne Hon
Anthony Grinnell Suz
Justin Stewart Hon
Alan Bonamo Hon
Todd Burgard Hon
0-51 (4-6)
Darryn Durham Yam
Bryan Bachman Hon
Samantha Farr Hon
0-51 (7-8)
Mark Mills Hon
Levi Taylor Hon
Jeff Muller Hon
Ryan Gould KTM
PW 50/JR (4-8)
Shane Durham Yam
106-125 C
John Myers Suz
Larry Taylor Hon
Scott Stewart Yam
Mike Baldinger Hon
Richard Smith Kaw
106-125 C
Shawn Iarussi Suz
Justin Sabo Kaw
Bill Stewart Kaw
Tony Marie Suz
Aaron Lantzer Suz
66-85 JR (7-11)
Adam Jones Suz
William Heckman Kaw
James Orris Yam
Paul Manners Hon
Tobin Farr Yam
66-85 INT. (12-13
Christopher Wright Suz
Paul Kissig Suz
Patrick Cassaday Yam
Louis Orris Yam
Robert Shuckhart Hon
66-85 SR (14-15)
Craig Tichansky Yam
John Cleis Suz
Dam Eberhat Suz
WMN
Sheila Heckman Hon
SCHBY 125 (12-15)
Tim Stroyne Hon
Brad Stevens Hon
Alan Puskarich Suz
Reed Hinzenberg Yam
Steven Gaul Suz
CLGBY
Kevin Haver Suz
Donald Luther Suz
Marlin Plummer Kaw
Douglas Stofko Suz
Brad Berkey Yam
126 A
Tony Waugman Suz
Michael Winslow Hon
Terry Jones KTM
126-250 B
Billy Walker Suz
Anthony Grinnell Suz
Scott Sokol Suz
Michael Bowersox Suz
Michael Warchol Hon
0-65 (7-11)
Christopher Stuckey Kaw
Rick Fait Kaw
Matthew Casaday Kaw
Josh Campbell Kaw
Dustin Selton Kaw
251 OPEN B/C
Donald Luther Suz
David Fox Kaw
25+
Michael Warchol Hon
30+
James Knisley Suz
Louis Fali Hon
Joseph Oldham Hon
Terry Jones KTM
David Bachman Hon
VET B (30+)
Robert Hafer Suz
John Myers Suz
Steven Hagofsky Kaw
Bryan Campbell Yam
Jay Richardson Kaw
SR (40+)
John Mills Suz
BMBR (10+)
Kevin Cozzi Hon
Super Mini (7-15)
Chrisopher Wright Suz
Paul Kissig Suz
Erik Hanlin Suz
Joshua Hathaway Suz
Matthew Russell Kaw

Motocross
Middleboro, MA
Aug. 8

Ben Batchelder Cob
Derek Varley LEM
Kyle Harder LEM
Dan Crotty Cob
Francis Colson LEM
65
Brian Bagley Kaw
William Helay Kaw
Gino Aponte Kaw
William DeCotis Kaw
Ben Batchelder Kaw
85 C
Michael Gill Hon
Matt Vincent Kaw
Nick McNillan Yam
Ryan Wood Suz
William Healy Suz
85 B
Chris Tuttle Kaw
Eric Smith Hon
Justin Thompson Suz
Ryan Wadsworth Suz
Jeremy Musa Kaw
85 A
Paul Veracki Kaw
Ryan O'Connell Kaw
Matt Francis Kaw
Carl DeCotis Hon
Russell Eldridge Hon
125 YTH C
Jeff Lazzari Kaw
Joshua DeCarlo Yam
Brian Sebbin Yam
Jason Tootell Kaw
Scott Fetterman Suz
125 YTH B
Dan Pepoon Suz
Jody Galemba Kaw
Joshua Winchell Hon
125 AM B
Dana Johnson Hon
Adam Nason Kaw
Joshua Winchell Hon
Tim Allen Suz
Jody Galemba Kaw
200 AM B
Darren O'Brien Kaw
Shawn Quagliaroli Kaw
Darren Wilder Suz
Jason Paquin Hon
Bryan Cournoyer Yam
OPEN AM B
Shaun Stout Hon
Adam Nason Kaw
Charles Hathaway Hon
Michael May Hon
John Brunelle Hon
125 NOV C
Lincoln Spencer Suz
James Lanning
Michael Welandt Suz
Carl DeCotis Hon
David Debeaucourt Suz
200 NOV C
Todd Leonard
Jason Stella Hon
Matt Gero Hon
James Madieros Hon
George Estves Suz
OPEN NOV C
David DeBeaucourft Suz
Garret Kaye Hon
William Flynn Suz
Matt Gero Hon
Dennis Anderson Yam
125 EX A
Keith Johnson Kaw
Shane O'Connor Hon
Adam DuPont Suz
Pat Barton Suz
Patrick Waitt Yam
200 EX A
Shane O'Connor Hon
Pat Barton Suz
Austin Squires Suz
Adam DuPont Suz
Keith Johnson Kaw
OPEN EX A
Erik Robie Kaw
Tom Violette Kaw
Matt Charron Suz
Brian Vernes Yam
Jeff St. Pierre Yam
40+
Jim Meenan Suz
Bob Piche Hon
Joe Ferrini Yam
John DelGrosso Suz
Jim Satryb Hon
40+ NON-EX
Jay Queenan Hon
Merle Monroe Yam
Robert King Yam
Don La Chapelle Yam
David Wheatley Kaw
30+NOV C
Daniel Lepine Kaw
Mike Anderson Hon
Robert McNamara Hon
Nathan Wood
Michael Hall Hon
OPEN AM B
Peter Antinarelli Hon
Keith Ferguson Suz
Mike Bissanti Kaw
Merle Monroe Yam
30+ A EX
Pat Barton Suz
Steve Griff Hon
Joe Mikalson Suz
Tom Sonier Kaw
William Dill Hon
30+ B AM
Craig Arruda Hon
Mike Danese Hon
John Thompson Suz
David Boisvert Suz
Mark Fleming Hon
35+ A EX
Joe Mikalson Suz
Mike DeGaetano Suz
Jim Satry Hon
Jim Meenan Suz
Tom Ferriter KTM
35+ B AM
Warren Emerson Kaw
Doug Pomeroy Hon
Kevin Johnson Hon
Donald Parsons Hon
Merle Monroe Yam

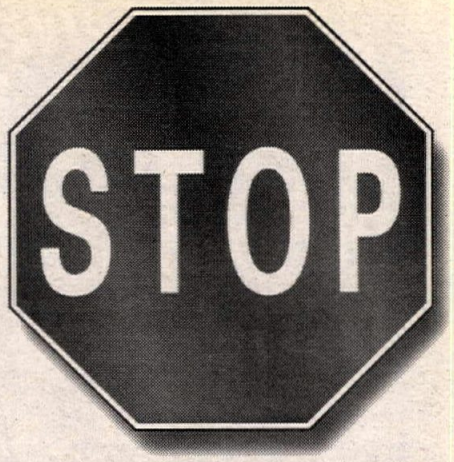
Motocross
Middleboro, MA
Aug. 4

OPEN EX. A
Erik Robie Kaw
Matt Tremblay Hon
Tom Pierce Hon
Vincent DeLedda Hon
Matt Charron Suz
40+
Jim Meenan Suz
John DelGrosso Suz
Ron Vincent Yam
Robert Piche Hon
Gary Mikalson Suz
40+ NON-EX
Joe Machon Hon
Merle Monroe Yam
Jay Queenan Hon
David Wheatley Kaw
Jim Mossman Suz
30+ NOV C
Mike Anderson Hon
Alan Taylor Suz
Nathan Wood Hon
Tom Bissanti Yam
Joe Bartozzi Suz
30+ A EX
Pat Barton Suz
Gary Williams Kaw
William Dill Hon
Mark Freitas Suz
Tom Sonier Kaw
35+ A EX
Jim Meenan Suz
Mike DeGaetano Suz
Robert Piche Hon
Norman Hebert Yam
Steve Elderkin KTM
35+B AM
Warrren Emerson Kaw
David DeRosier Suz
Bruce Slater Yam
Doug Pomeroy Hon
Joe Machon Hon
125 AM B
Jeff Doane Suz
Adam Nason Kaw
Shaun Stout Hon
Michael May Hon
Bruce DeLano Suz
200 AM B
Jason LaVelle Suz
Carl Binner Yam
Dennis Fazio Hon
Darren Wilder Suz
Todd Leonard Hon
OPEN AM B
Anthony Geraci Hon
John Brunnelle Hon
Al Marino Hon
Tim Allen Suz
Carl Williams Suz
125 NOV C
Ryan O'Connell Kaw
Charles Goldy Suz
Mike DeRosiers Hon
Adrien Sardinha Suz
Frank Housey Hon
200+ NOV C
Jason Stella Hon
Chris Zukowski Suz
Scott Clinton Hon
Ghislain Pereira Suz
David Masi Hon
OPEN NOV
Chris Zukowski Suz
Garrett Kaye Hon
Jason Stella Hon
Scott Clinton Hon
George Esteves Suz
125 EX A
Keith Johnson Kaw
Pat Barton Suz
Austin Squires Suz
Adam DuPont Suz
Andy Catanzaro Hon
50
Robert Marshall LEM
Ben Batchelder Cob
Derek Varley LEM
Francis Colson LEM
Dan Crotty Cob
65
William Healy Kaw
Brian Bagley Kaw
William DeCotis Kaw
Derek Varley Kaw
Ryan DeRosiers Kaw
85 C
Luke Soroka Kaw
Ken Hood Hon
David Ceruti Hon
Michael Gill Hon
Peter Katsoules Hon
85 B
Chris Tuttle Kaw
Ryan Tverck Hon
Dan Livernoche Hon
Ken Barnard Hon
Justin Tverck Hon
85 A
Matt Francis Kaw
Carl DeCotis Hon
Russell Eldridge Hon
Wayne Peterson Suz
Matt Johnston Hon
125 YTH C
Joshua DeCarlo
Richard Marshall Suz
Michael Filiault Yam
Ed Pomprowicz Suz
Mark Doody Hon
125 YTH B
Jay Palmer Suz
Ryan O'Connell Kaw
Michael DeRosiers Hon
Jason Mikkola Hon
Matt Francis Kaw
125 YTH A
Brent McIntyre Hon
Dan Pepoon Suz
Derek Salsbury Kaw
Jeff Doane Suz
Matt Jakan Hon
OPEN EX A
Erik Robie Kaw
Matt Tremblay Hon
Brian Vernes Yam
Tom Violette Kaw
Vincent DeLedda Hon
40+
Jim Meenan Suz
Ron Vincent Yam
Henry Komosa Suz
John DelGrosso Suz
Gary Mikalson Suz
40+ NON-EX
David Benson Suz
Joe Machon Hon
Merle Monroe Yam
Robert Baer Kaw
Don LaChapelle Yam
30+ NOV C
Neil Jones Hon
Michael Anderson Hon
David Benson Suz
John Thompson Hon
David Remenick Hon
30+ EX A
Pat Barton Suz
Joe Mikalson Suz
David Paquette Yam
Gary Williams Kaw
Steve Griff Hon
30+ AM B
Mark Fleming Hon
John Thompson Suz
Bruce Hawes Kaw
Steve Berube Hon
Steve Ricardi Hon
35+ EX A
Joe Mikalson Suz
Jim Meenan Suz
Angelo Santaniello Hon
Norman Hebert Yam
John DelGrosso Suz
35+ AM B
Robert Winslow Yam
William Rubio Hon
Doug Pomeroy Hon
Warren Emerson Kaw
David DeRosiers Suz
125 AM B
Joshua Winchell Hon
Scott DeLedda Hon
Scott Buxton Suz
Steve Harris Hon
Robert DeLedda Hon
200 + AM B
Darren O'Brien Kaw
Carl Binner Yam
John Brunnelle Hon
Matt Gronowicz Hon
Anthony Ceraci Hon
OPEN AM B
John Brunnelle Hon
Joe Bisbee Suz
Anthony Ceraci Hon
Michael May Hon
David Williams Kaw
125 NOV C
Ryan O'Connell Kaw
Franklin Housey Hon
Adrien Sardinha Suz
Kenn Miller Yam
Joel Sadlowski Suz
200 + NOV C
Jason Stella Hon
Quentin Mackin Kaw
Michael Coleman Hon
Gordon Holmes Kaw
Carl Smith Suz
OPEN NOV C
Jason Stella Hon
David DeBearcourt Suz
Tony Dickerson Suz
Michael Coleman Hon
David Emenick Hon
125 EX A
Pat Barton Suz
Keith Johnson Kaw
Andy Catanzaro Hon
Austin Squires Suz
Adrian Colon Suz
200 EX A
Pat Barton Suz
Andy Catanzaro Hon
Erik Robie Kaw
Austin Squires Suz
David Poquette Yam
50
Ben Batchelder Cob
Robert Marshall LEM
Daniel Crotty Cob
Justin LaFerriere KTM
Joshua Conrad LEM
65
Dan Denoncourt Kaw
William Healy Kaw
Brian Bagley Kaw
Gino Aponte Kaw
William DeCotis Kaw
85 C
Luke Soroka Kaw
Nicholas McMillan Yam
Ryan Wood Suz
Tom Janik Kaw
Timothy Martens Hon
85 B
Chris Tuttle Kaw
Ryan Tverck Hon
Eric Smith Hon
Justin Thompson Suz
Justin Tverck Hon
85 A
Matthew Francis Kaw
Trenton Estes Suz
Carl DeCotis Hon
Russell Eldridge Hon
Wayne Peterson Suz
125 YTH C
Ryan McAter Yam
Richard Marshall Suz
Mark Doody Hon
Ed Pomprowicz Suz
Michael Filiault Yam
125 YTH B
Andrew Ballou Kaw
Kevin Komosa Suz
Adrien Sardinha Suz
Tim Koenig Hon
Brandon Husnander Yam
125 YTH A
Brent McIntyre Hon
Derek Salsbury Kaw
Joshua Winchell Hon
Dan Pepoon Suz
Greg Webster Yam

Motocross
Canadian-American Challenge
Kelly Motorsports Park
Batavia, NY
August 17

OPEN
Jason Delsalva USA
Jon Watters Can
Bill Cole USA
Ryan Wilson Can
Brent Olah USA
GRAND PRIX
Bill Lillis USA
Bill Cole USA
Ryan Wilson Can
Tom Hughey USA
BJ Lilley USA
S/SPRT
Bill Lillis USA
Chad Wasileski USA
Alan Gant Can
Dave Donnely USA
Chris Gardner USA
STK EX
Jon Waters Can
Alan Gant Can
James Mansell Can
Dave Hart USA
Chad Wasileski USA

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.



DUNLOPAD STOPPER NUMBER FOUR

"If I replaced my O.E. sintered brakes with another type of brake pad material, will I lose braking performance?"

Yes! You should always replace sintered with sintered. Sintered brake pads provide higher overall friction levels than any other available brake pad materials. That's a major reason why sintered brakes are offered as original equipment on over 90 percent of all new bikes.

With other brake pad materials, you need to choose between a multitude of different compounds to find one that suits your needs. With Dunlopad brakes, you can cover all conditions with just two types of sintered compounds.

Dunlopad's sintered brakes work more effectively than other compounds in all types of street and off-road conditions without any compromise in wear or fade.

With the high levels of friction provided by sintered brakes comes a need to prevent heat transfer into the hydraulics. Dunlopad sintered brakes incorporate a unique high-tech ceramic heat shield on their back plates. This ceramic, the same type of ceramic used for U.S. space shuttle re-entry, prevents overheating of the brake fluid.

Not only do Dunlopad sintered brakes make the most sense when it comes time to replace your brakes, Dunlopad is the best value for your money.

Don't settle for reduced brake performance. Insist on Dunlopad!

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SINTERED BRAKES

Dunlopad North America/ Tony Mills International Inc.
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Lancaster, NY 14086 • 716.681.8806

14th Annual FLAT RIVER '96 GRAND PRIX

AMA SANCTIONED
Must have an AMA Card to Race!
Must be 12 Years Old to Race!

Dirt Bike Magazine named the Flat River Grand Prix "One of the 12 Best Races in America"

$2,500 in cash
PAID TO EXPERT ATV CLASS and AA & A MOTORCYCLE CLASSES

+ OVER $8,500 IN CONTINGENCIES
OFFERED BY: YAMAHA - KAWASAKI & SUZUKI

PLUS AWARDS & PLAQUES TO ATV & MOTORCYCLE RACERS

PLUS THOUSANDS OF DOLLARS WORTH OF MERCHANDISE FROM
ACERBIS · NGK · PARTS UNLIMITED · SCOTT · DUNLOP

This Event will be the LARGEST & RICHEST HARE SCRAMBLES in the 14 year history of this Race!

SATURDAY SEPT. 21
ATV RACES
Sign-up 7:30 - 9:30 am.
1st Race - 10:00 am.
1st Race 1½ Hours Long
Pre-Entry = $20.00
Post Entry = $25.00
5 RIDERS CONSTITUTES A CLASS

CLASSES
0-80cc
4 Wheel (Utility Vehicle only)
Powder Puff (Ladies)
Trail Rider (1 Year or Less Racing Experience)

NOTICE
This is an AMA Sanctioned Event. You must have an AMA Card or Valid AMA Receipt to ride. You may join at sign up, if necessary.

NO 3 WHEELERS!
NO ONE UNDER AGE12 IN 80cc Class
NO ONE UNDER AGE16 IN ALL OTHER ATV Classes

SATURDAY SEPT 21
100 KM ATV RACE
RACE WILL BE CALLED WHEN 1st RIDER FINISHES 100 KILOMETERS or WHEN CHECKERED FLAG IS DISPLAYED
Sign-up 7:30 - 12:30 pm.
2nd Race - 1:00 pm.
Pre-Entry = $25.00
Post Entry = $30.00

CLASSES
EXPERT Class - 4 Wheel
4 Stroke & 200cc 2 Stroke
Senior - 4 Wheel
2 Stroke OPEN
5 RIDERS CONSTITUTES A CLASS

SUNDAY SEPT. 22
MINIBIKE RACE
0-80cc
Pre-Entry = $20.00
Post Entry = $25.00
Sign-up 7:30 - 8:45 am.
Minibike Race Begins 9:00 am.
Race is 1½ Hours Long
Rider must be minimum of 12 years old & not more than 15 years old. Wheel size must not exceed 19"

SEPT. 22 SUNDAY GRAND PRIX
Pre-Entry = $25.00
Post Entry = $30.00
Sign-up 7:30-11 am.
RACE STARTS AT 12:15 pm.
Riders Meeting 11:30 am.
RACE WILL BE CALLED WHEN 1st RIDER FINISHES 100 MILES or WHEN CHECKERED FLAG IS DISPLAYED

CLASSES
AA - Expert
A - Intermediate
B - OPEN
B - 201-250cc
B - 126-200cc
B - 0-125cc
B - 4 STROKE
C - 201-250cc
Veteran - 30 or Older
SENIOR - 40 or Older
SUPER SENIOR - 50 or Older
Trail Rider (Beginner)

GOVERNOR'S CUP
A Missouri Championship Series Race Held in St. Joe State Park

FOR MORE INFORMATION AND ENTRY FORMS CONTACT:
Park Hills Chamber of Commerce
9851 St. Charles Rock Rd.
St. Ann, MO 63074
OR CALL:
(314) 427 - 1204
FAX (314) 427-7641
AMA SANCTIONED

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FOR LICENSED ROAD RACERS ONLY.
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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
9/1 Imola, Italy, Rnd 12
9/15 Catalunya, Spain, Rnd 13
10/6 Rio de Janeiro, Brazil, Rnd 14
10/20 Eastern Creek, Australia, Rnd 15

World Superbike Championship Series
9/8 Assen, Holland, Rnd 10
10/6 Albaceta, Spain, Rnd 11
10/27 Phillip Island, Australia, Rnd 12

World Endurance Road Race Series
9/15 Paul Ricard, France, Rnd 5

World C'ship 250cc MX Series
9/1 Roggenburg, Switz., Rnd 14

World C'ship 500cc MX Series
9/8 Gaildorf, Germany, Rnd 12

World Championship Individual Speedway Series
8/31 London, England, Rnd 5
9/21 Vojens, Denmark, Rnd 6

World Sidecar Cross Grand Prix
9/22 Strassbessenbach, Germany
9/29 Rothenthurm, Switzerland

Motocross des Nations
9/22 Jerez, Spain

Trials des Nations
8/31-9/1 Kinner, Sweden

AMA 14th Annual State Motocross Championship Gold Cup Series
9/22 Gainesville, Florida
9/29 Dade City, Florida
10/6 Ocala, Florida
10/13 Dade City, Florida
10/20 Ocala, Florida
10/27 Gainesville, Florida
Info World Sports 813/578-1776

AMA 25th Annual Winter National Olympics, Gatorback Cycle Park
11/25 Gainesville, Florida
11/26-27 Gainesville, Florida
11/28-29 Gainesville, Florida
11/30 Gainesville, Florida
Info World Sports 813/578-1776

AMA Grand Nat'l C'ship Series
9/1 Springfield, IL, Rnd 18
9/8 Syracuse, NY, Rnd 19
9/14 Rossburg, OH, Rnd 20
9/21 Knoxville, IA, Rnd 21
9/28 Sacramento, CA, Rnd 22
10/5 Pomona, CA, Rnd 23
10/13 Del Mar, CA, Rnd 24

AMA Harley-Davidson 883 Dirt Track Series
9/1 Springfield, IL, Rnd 10
9/8 Syracuse, NY, Rnd 11
9/21 Knoxville, IA, Rnd 12
9/28 Sacramento, CA, Rnd 13
10/5 Pomona, CA, Rnd 14
10/13 Del Mar, CA, Rnd 15

AMA Nat'l C'ship 125/250cc Motocross Series
9/1 Delmont, PA, Rnd 13

AMA Western National Four-Stroke Motocross Series
9/1 Grand Junction, CO, Rnd 8

AMA Eastern National Four-Stroke Motocross Series
9/15 Danville, VA, Rnd 1
9/22 Buchanan, MI, Rnd 2
9/29 London, KY, Rnd 3
10/6 Englishtown, NJ, Rnd 4
10/13 Casey, IL, Rnd 5
10/20 Blountville, TN, Rnd 6

AMA Superbike National Championship Series
10/4-6 Las Vegas, NV, Rnd 10

North American Sport Bike Series
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

Formula USA Series
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

AMA National Championship Enduro Series
9/8 Canton, IL, Rnd 6
9/15 London, KY, Rnd 7
10/13 Bellingham, WA, Rnd 8
10/27 Delaware City, DE, Rnd 9

AMA National Championship Hare Scrambles Series
9/22 Roseburg, OR, Rnd 6
10/6 Lynnville, IN, Rnd 7
10/20 Park Hills, MO, Rnd 8
11/3 Millfield, OH, Rnd 9

AMA/North Eastern Cross Country Series
9/1 Little Falls, NY
9/22 Martinsburgh, NY
10/13 South Edmonsten, NY
*AMA National HS
Info 716/581-1455

AMA National Championship Hare & Hound Series
9/15 Yerington, NV, Rnd 5
10/6 Reno, NV, Rnd 6
10/27 Lucerne Valley, CA, Rnd 7

AMA/Suzuki National Dual Sport Trail Ride Series
8/31-9/1 Portland, OR
9/7-8 Golden Pond, KY
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mount Solon, VA
10/12-13 Angels Camp, CA
10/12-13 McArthur, OH
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA National Championship Hillclimb Series
9/8 Freemansburg, PA, Rnd 8
9/15 Middlebury, IN, Rnd 9
9/29 Jefferson, PA, Rnd 10
10/13 Oregonia, OH, Rnd 11
Info 614/984-2297

Wiseco/Yamaha/Answer/Dunlop/Acerbis/Braking Grand National Cross Country Series
9/15 Fairmont, WV, Rnd 9
9/28 Mount Morris, PA, Rnd 10
10/13 Lisbon, OH, Rnd 11
10/27 Crawfordsville, IN, Rnd 12

SCORE Desert Championship Series
10/8-10 Baja California, Mexico
Info 310/540-5001

AMA/NATC Nat'l C'ship Trials Series
9/21 Omaha, NE, Rnd 8
9/22 Kansas City, MO, Rnd 9

Championship Cup Series
Florida Region
8/31-9/1 Bloomingdale, GA
9/15 Palm Beach, FL
12/1 Homestead, FL
Great Lakes Region
9/7-8 South Haven, MI
9/14-15 Grattan, MI
Great Plains Region
9/21-22 Rockton, IN
Mid-Atlantic Region
8/30-9/1 Pocono, PA
9/14-15 Summit Point, WV
Mid-West Region
8/31-9/1 Rockton, IL
9/21-22 Rockton, IL
Northeast Region
9/7-8 Bridgehampton, NY
9/14-15 Loudon, NH
10/4-5 Loudon, NH
Southeast Region
8/31-9/1 Bloomingdale, GA
9/14-15 Braselton, GA
Southwest Region
8/31-9/1 Las Vegas, NV
9/21-22 Phoenix, AZ
11/9-10 Las Vegas, NV
11/30-12/1 Phoenix, AZ

WERA Regional C'ship Series
South Central Region
8/31-9/1 Hallett, OK
Southeast Region
9/28-29 Faulkville, GA
North Central Region
9/7-8 Grattan, MI
9/28-29 Mount Meridian, IN
Northeast Region
8/31-9/1 Garrettsville, OH
9/7-8 Grattan, MI
10/5-6 Summit Point, WV
Mid-Central Region
8/31-9/1 Hallett, OK
9/28-29 Mount Meridian, IN

WERA National Challenge Series
9/6-8 Memphis, TN, Rnd 8
9/20-22 College Station, TX, Rnd 9
10/9-13 Braselton, GA, Final

WERA National Endurance Series
9/7 Memphis, TN, Rnd 8
9/21 College Station, TX, Rnd 9
10/11 Braselton, GA, Final

WERA Vintage Series
8/31 Garrettsville, OH, Rnd 23
8/31-9/1 Hallett, OK, Rnd 24
9/7 Grattan, MI, Rnd 25
9/28 Faulkville, GA, Rnd 26
10/5 Summit Point, WV, Rnd 27
10/9-10 Braselton, GA, Final
Info 407/831-7736

AHRMA Historic Cup Series
9/14 Steamboat Springs, CO
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA SOS/BOT/BEARS Series
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron National MX Series
9/13 Steamboat Springs, CO
10/20 Hollister, CA
Info 715/842-9699

AHRMA Speed & Sport Trials Series
9/12 Steamboat Springs, CO
10/12 White City, IL
10/19 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
9/11 Hayden, CO
Info 715/842-9699

AHRMA Regional MX Series
9/1 Denmark, WI
9/21 Millington, MI
10/5 Des Moines, IA
10/19 Casey, IL
Info 414/684-4331

AHRMA Western Regional MX Series
9/22 Fernley, NV
10/13 Carlsbad, CA
11/3 Tulare, CA
Info 408/663-4014

AHRMA Western Regional Dirt Track Series
10/10 Del Mar, CA, Rnd 9
10/11 Ramona, CA, Rnd 10
10/26-27 Tulare, CA, Rnds 11 & 12
Info 818/992-5343

NETRA C'ship Enduro Series
9/8 Windsor, MA
9/29 Wretham, MA
10/6 Adams, MA
10/20 Chester, CT
11/3 Stafford, CT

NETRA Championship Hare Scrambles Series
9/1 W. Gloucester, RI
9/15 Boyntonville, KY
9/22 W. Greenwich, RI
10/13 Assonet, MA
10/27 Alton, NH
11/10 Cheshire County, NH

NETRA Turkey Run Series
9/8 N. Haverhill, NH
9/15 New Boston, MA
10/13 Wichendon, MA
10/27 Central Village, CT

NETRA Championship Junior Enduro Series
9/28 Brimfield, MA
10/12 Assonent, MA
10/26 Alton, NH
11/2 Winchendon, MA

Best in the Desert Silver State Series
9/21 Tonopah, NV
10/19 Las Vegas, NV
12/7 Laughlin, NV
Info 702/457-5775

SERA Enduro Series
9/15 Rockford, AL
10/6 Jemison, AL
11/3 Maplesville, AL

SERA Hare Scrambles Series
9/1 Goodman, MS
10/19 McComb, MS
11/17 Warrior, AL
12/1 Maplesville, AL
1/19 Maplesville, AL
2/2 New Augusta, MS
2/9 Wiggins, MS

VDTRA Vintage Classics IX Dirt Track Series
8/31 Erie, CO
9/1 Hugo, CO
9/7 Columbus Junction, IA
9/14 Lexington, OK
10/12 Del Mar, CA
10/14 Del Mar, CA
Info 918/836-6999

Black Jack Enduro Circuit
9/8 Collins, MO
9/22 Henryetta, OK
10/13 Stillwater, OK
10/29 Chadwick, OK

RMEC C'ship Enduro Circuit
9/15 Post, TX
10/6 Cloudcroft, NM
Info 307/742-4136

NMRA Drag Race Series
9/14-15 Palmdale, CA
TBA Phoenix, AZ
11/9 Palmdale, CA
Info 818/367-4417

Canadian Supercross Series
9/21 Montreal, Quebec
Info 416/363-9035

EARA 50cc-80cc Atlantic Cup Series
9/8 New Bloomfield, PA
9/21 Bedford, PA
10/6 New Bloomfield, PA
10/19 Bedford, PA
11/2 Hampton, VA
11/3 Hampton, VA
Info 301/791-2046

LaPlaya Grand Prix MX Series
10/6 Rosarito, BC, Mex.
12/8 Rosarito, BC, Mex.
Info 011-52-661-22525

No. Calif. Mini Road Racing Assoc. C'ship Series
9/7-8 Sacramento, CA
10/12-13 Sacramento, CA
11/16-17 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
9/29 Perris, CA
10/26-27 Rosamond, CA
11/24 Perris, CA
12/14-15 Riverside, CA
Info 909/674-5357

SRAC Colorado MX Championship Series
9/15 Colorado Springs, CO
9/22 Berthound, CO
9/29 Cheyenne, WY
10/6 Colorado Springs, CO
10/12-13 TBA
Info 800/242-6581

SRAC Colorado National SX Series
9/7 TBA
Info 800/242-6581

AMA/District 37 Grand Prix Series
10/5-6 Castaic Lake, CA
11/9-10 Gorman, CA

AMA/U.S. Women's MX League Outdoor Championship Series
8/31-9/1 Steel City, PA

Mid-Atlantic Vintage Trials Series
9/7 Farrandsville, PA
10/6 Toughkenamon, PA
Info 410/775-7209

Yamaha Sunshine State Championship MX Series
9/1 Reddick, FL
9/8 Orlando, FL
9/15 Ona, FL
9/22 Dade City, FL
Info 407/333-2356

Florida Mini-Cycle Championship Series
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

Central Florida M/C Dealers Series
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

KORR Hare Scrambles Championship Series
10/13 Arkansas City, KS
11/3 Newton, KS
11/10 Arkansas City, KS
12/8 Hillsboro, KS
Info 316/942-6527

KORR Moto/Scrambles Championship Series
9/22 Hillsboro, KS
12/1 Marion, KS
Info 316/942-6527

KORR Motocross Championship Series
9/8 Sterling, KS
9/15 Arkansas City, KS
10/6 Hillsboro, KS
10/27 Marion, KS
12/15 Sterling, KS
Info 316/942-6527

Suzuki RM Cup
9/7-8 Branson, MO
Info 909/657-6834

Branson USA National MX Finals
10/4-6 Branson, MO
Info 909/657-6834

AMA MX Mega Series
9/1 London, KY
9/8 Blountville, TN
9/29 London, KY
10/19-20 Blountville, TN
Info 324/323-5497

Texas Cross Country Series
9/8 Fort Hood, TX
9/22 Durant, OK
10/6 Wheatherford, TX
10/20 Fort Hood, TX
11/3 Bryson, TX
Info 214/394-9168

MRAN Desert Series
10/5-6 Las Vegas, NV
11/2-3 Beatty, NV
11/17 Las Vegas, NV
Info 702/437-6726

WSMC Road Race Series
9/15 Rosamond, CA
10/20 Rosamond, CA
11/17 Rosamond, CA
12/15 Rosamond, CA
Info 805/256-1234

International Old Timers Motocross Series
8/31-9/1 Fernley, NV

Motorcycle Asphalt Racing Series
9/20 Asheville, NC
10/25 Kenly, NC
10/26 Charleston, SC
Info 803/626-7959

AMA/District 37 Dual Sport Ride Series
9/7-8 Bishop, CA
9/21-22 Bishop, CA
9/29 Big Bear Lake, CA
10/5-6 Bishop, CA
10/13-20 Ridgecrest, CA
10/27 San Bernardino, CA
11/2-3 Death Valley, CA
11/17 Riverside, CA
* 11/29-30 LA-Barstow-Las Vegas
12/29 Mojave, CA
* National Trail Ride Series event
Info 818/249-2141
Rocky Mountain Dual Sport Series
* 9/11-14 Steamboat Springs, CO
* National Trail Ride Series event
Info 303/697-8382

Wild West National Motocross Series
8/31-9/1 Logan, UT
Info 801/972-5074

Championship Enduro Series
9/8 Shippensburg, PA
9/15 Brandonville, PA
9/22 New Lisbon, NJ
10/27 Delaware City, DE
11/3 New Gretna, NJ
11/10 Warren Grave, NJ
Info 717/865-0601

Championship Hare Scrambles Series
9/29 Whiteford, MD
10/13 Mauricetown, NJ
11/17 Greenbank, NJ
Info 717/865-0601

Dual Sport Series
9/29 Indian Mills, NJ
10/20 New Philadelphia, PA
11/17 Belleplain, NJ
Info 717/865-0601

New England Trials Association
9/15 Exeter, RI
10/6 Chepachet, RI
10/13 Exeter, RI
10/19-20 Meriden, CT

Southeastern Trials Riders Association C'ship Series
8/31-9/1 Monroe, GA
9/28-29 Cumming, GA
10/26-27 Jasper, TN
11/16-17 Jasper, TN
Info 770/928-4872

U.S. Eastern Pro-Am Motocross Fall Series
9/8 Elizabeth City, NC
9/14 Danville, VA
9/22 Wytheville, VA
9/29 Dillwyn, VA
10/6 Elizabeth City, NC
10/13 Axton, VA
10/27 Danville, VA
11/17 Danville, VA

Virginia Championship Hare Scramble Series
9/15 Middlebrook, VA
10/6 Martinsville, VA
10/20 Newport News, VA
11/3 Surry, VA
Info 804/255-4620

NESC Motocross Fall Series
9/1 Greene, ME
9/2 Greene, ME
9/8 Southwick, MA
9/15 Middleboro, MA
9/21 Greene, ME
9/22 Greene, ME
9/28 Southwick, MA
9/29 Central Village, CT
10/6 Middleboro, MA
10/13 Southwick, MA
10/20 Middleboro, MA
10/27 Southwick, MA
11/3 Middleboro, MA

Motorcycle Roadracing Association
9/14-15 Steamboat Springs, CO
9/29 Denver, CO

Over the Hill Gang
9/14-15 Hollister, CA
11/16-17 Palmdale, CA
10/12-13 Oatfield, CA
4/13-14 Hanford, CA
Info 310/864-6875

Vintage Iron Evolution of Motocross Series
9/16 Craig, CO
10/13 Carlsbad, CA
11/3 Tulare, CA
12/8 LasVegas, NV

Metropolitan Sports Committee Fall Series
9/1 Modena, NY
9/8 Modena, NY
9/15 Claverack, NY
9/22 Modena, NY
9/29 Modena, NY
10/6 Modena, NY
10/13 Modena, NY
10/20 Modena, NY
10/27 Modena, NY
11/3 Modena, NY

GFI at Night
* ** 8/31 Perris, CA
* Yamaha & ** Kawasaki Contingency Available
Info 909/653-4042

GFI Fall Series North
* 9/1 Los Banos, CA, Rnd 1
* 9/8 Madera, CA, Rnd 2
* 9/15 Madera, CA, Rnd 3
* 9/29 Los Banos, CA, Rnd 4

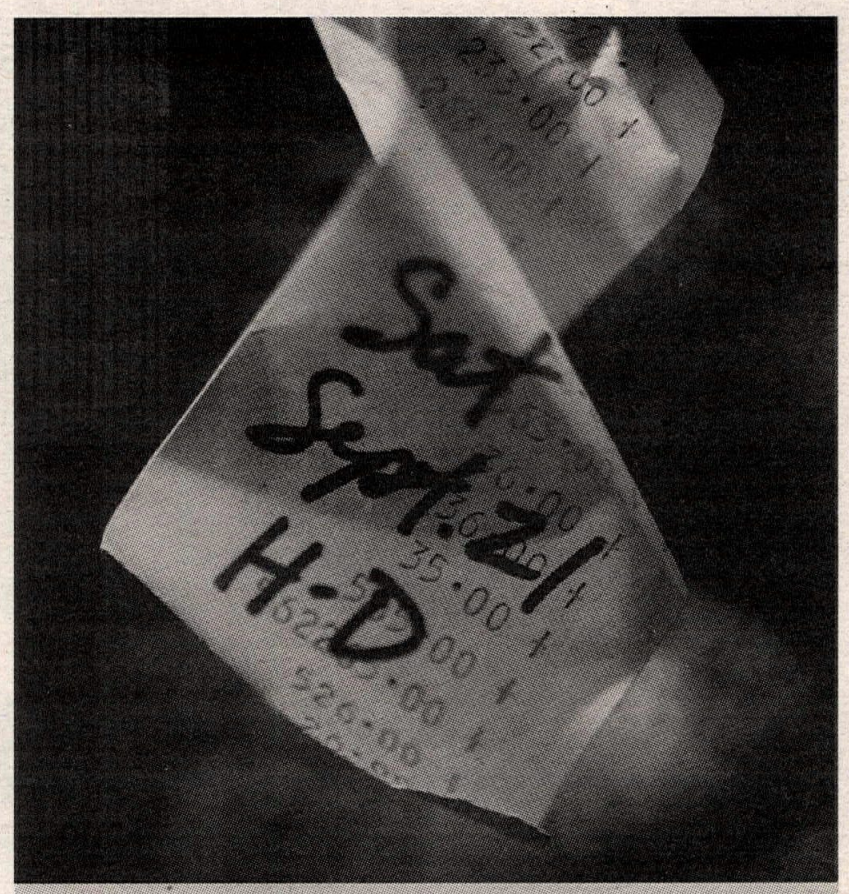
GFI Fall Series South
9/8 Perris, CA
* 9/15 Perris, CA
* 9/29 Perris, CA
* 10/6 Perris, CA
* 10/27 Perris, CA
* Honda, Kawasaki, Suzuki & Yamaha Contigency Available
Info 909/653-4042

Roadracing Association of Motocycles Championship Series
9/8 Coos Bay, OR
10/13 Coos Bay, OR
Info 541/269-2474

Competition Riders of America Fall MX Series
9/1 Ohio International, OH
9/8 Western Reserve, OH
9/15 Malvern, OH
10/13 Spring Valley, OH
10/20 Pymatuning, OH
10/27 Amherst, OH

Competition Riders of America Vintage MX Series
8/22 Lake County Fair, OH
9/22 Ohio International, OH

Competition Riders of America Buckeye Hare Scramble Series
9/15 Broken Spokes, OH
10/27 Malvern, OH
11/3 Spring Valley, OH



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KK Motorcycle Supply Dayton, Ohio

AMA American Motorcyclist Association

Saturday, September 14, 1996

Eldora Speedway • Rossburg, Ohio

Practice: 4:00

Scratch Heats: 6:00

Races: 8:00

$50,000 Purse

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Tuesday & Thursday Nights
Motorcycle Only!
4:30 pm - 9:30 pm

SATURDAY NIGHT RACING
Practice 5:00 pm Race 6:00 pm
Race classes for all levels.

Saturday, August 31	Saturday Night MX
Saturday, September 7	Saturday Night MX
Saturday, September 14	Saturday Night MX
Saturday, September 21	Saturday Night MX

New! Wednesday Nights Minis Only! 4:30 pm - 9:30 pm

Saturday Mornings
All Bikes
9:00 am - 2:00 pm
Sessions for Minis!
Pee Wee Track Always Open!

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On Ramona Expressway at the Lake Perris Fairgrounds

cma

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GFI Racing North

MX Practice Every Wednesday, Little Okie, Madera

GFI Fall Series
(Suzuki, Kawasaki, Yamaha, Honda Contingencies)

Sat., Aug. 31	Little Okie, Madera, CA - Rnd. 1	(Night Race)
Sat., Sept. 14	Little Okie, Madera, CA - Rnd. 2	(Night Race)
Sat., Sept. 21	Little Okie, Madera, CA - Rnd. 3	(Night Race)

GLEN HELEN RACEWAY PARK

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STATE MX CHAMPIONSHIP

OCT. 19-20

24 Hr. Info: 909-880-3090

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Moto Sports of America Flat Track Series
8/21 Douglas, WY

KTM/Team Dual Dogs California Dual Sport Series
10/13 Glen Helen, CA
12/15 Ontario, CA
Info 818/886-7194

ASM Canada Cup Superbike Series
8/31-9/1 Quebec, Canada

Quebec/Ontario ASM Championship
8/31-9/1 Quebec, Canada
10/14 Ontario, Canada

ASM Endurance
9/21 Quebec, Canada
10/14 Ontario, Canada

Eastern Championship Enduro Series
9/1 Clinton, SC
9/15 London, KY
10/13 Princeton, KY

CMC Trans-Cal MX Nationals
South
9/22 Victorville, CA, Rnd 1
9/29 Gorman, CA, Rnd 2
10/6 Palmdale, CA, Rnd 3
10/20 Ramona, CA, Rnd 4
North
9/15 Anderson, CA, Rnd 1
9/21 Marysville, CA, Rnd 2
10/6 Carson City, NV, Rnd 3
10/27 Hollister, CA, Rnd 4
Pac-Northwest
9/15 Eugene, OR, Rnd 2
9/29 Albany, OR, Rnd 3
Final Showdown
11/16-17 Victorville, CA
Info 714/367-1141

ECEA Hare Scrambles
9/29 Budds Creek, MD
10/13 Morketown, NJ
11/17 Chatsworth, NJ
1/5 Whiteford, MD

ECEA Enduro
9/8 Shippensburg, PA
9/15 Brandonville, PA
9/22 New Lisbon, NJ
10/27 Delaware City, DE
11/3 New Gretna, NJ
11/10 Warren Grove, NJ

EEA Eastern Championship Enduro Series
9/1 Clinton, SC, Rnd 6
9/15 London, KY, Rnd 7
10/13 Princeton, KY, Rnd 8
10/27 Delaware City, DE, Rnd 9
11/3 Maplesville, AL, Rnd 10
Info 706/376-5232

Daniels Ridge Supercross
8/31 Taylorsville, NC
9/14 Taylorsville, NC
9/28 Taylorsville, NC

Northwest Motorcycle Association Enduro Series
9/22 Capitol Forest, WA
9/28 Walker Valley, WA
10/13 Bellingham, WA
11/17 Tahuya, WA

Northwest Motorcycle Association Off-Road Series
9/7 TBA
10/6 Rimrock, OR
10/27 Shelton, WA
10/20 Thurston Co. ORV, WA
11/3 Sir, WA

Manitoba Roadracing Association Endurance
10/5 Manitoba, Canada
Info 204/775-9473

Manitoba Roadracing Association Sprint Races
9/7 Manitoba, Canada
9/8 Manitoba, Canada
10/6 Manitoba, Canada
Info 204/775-9473

AMA/District 10 Hare Scramble Championship Series
9/15 Bedford, KY
Info 903/882-4215

Mid South Championship Summer Hare Scrambles Series
9/8 Summertown, TN
9/22 Box Hollow, TN
Info 615/859-0873

Northeast Professional Flat Track Championship
8/30 Quebec City, Canada
9/7 Weedsport, NY

Rocky Top USA Motocross Racing Series
9/1-2 Oklahoma, OK
9/14 Oklahoma, OK
9/28-29 Oklahoma, OK
10/12 Oklahoma, OK
10/26-27 Oklahoma, OK
11/9 Oklahoma, OK
Info 405/677-3333

Western New York Sports Committee
9/1 Hunt, NY
9/8 Auburn, NY
9/15 Batavia, NY
9/22 Palmyra, NY
9/29 Silver Springs, NY
10/6 Silver Springs, NY
10/13 Palmyra, NY
10/20 Hunt, NY
10/27 Hunt, NY
* Western New York Challenge Series
Info 315/597-1241

Arkansas Hare Scramble Championship Series
9/15 Maynard, AR
10/20 Amity, AR
11/3 Springdale, AR
12/1 Springdale, AR
Info 501/751-5807

Georgia Flat Track League
9/14 Lawrenceville, GA
9/29 Carnesville, GA
10/13 Carnesville, GA
11/10 Carnesville, GA
12/8 Carnesville, GA
Info 770/962-7888

AMA/Prostar Drag Racing Series
9/6-8 Atco, NJ, Rnd 8
10/5-6 Columbus, OH, Rnd 9
11/7-10 Gainesville, FL, Rnd 10

SEPTEMBER

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

OCTOBER

S	M	T	W	T	F	S
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6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

*Denotes Payback

Sept 1-2

MICHIGAN MOTOCROSS - 2nd Yamaha Series, Baja Acres Motorcycle, Millington. Info: 517/871-3356.

Sun, Sept 1

ALABAMA MOTOCROSS - Kilpatrick Motocross, 616 County Road 479, Albertville. Info: 205/561-3495.

* CALIFORNIA MOTOCROSS - California Mini Motorcycle Club, Barond Oaks, Ramona. Info: 619/752-8252.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, MX of Marion County, Reddick. Info: 407/333-2356.

* GEORGIA MOTOCROSS - Georgia Championship Series Round 7, Lazy River MX Ranch, Dalton. Info: 800/661-4812.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia, Info: 208/245-3608 or 245-4940.

KENTUCKY MOTOCROSS - AMA/District 10, Mega Series, Daniel Boone Motocross Park, London. Info: 606/877-1364.

MAINE MOTOCROSS - New England Sports Committee, Greene. Info: 413/772-0685.

MARYLAND DIRT DRAGS - 80 percent in all classes, Rawlings Dirt Drags Inc., Rawlings. Info: 301/729-6131.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/73-9035.

MICHIGAN MOTOCROSS - Baja Acres Motocross Club, Jon Houde Memorial Race, Millington. Info: 517/871-3356.

* NEW JERSEY MOTOCROSS - AMA/Semi-Pro, 4th Annual Vet & Vintage Reunion, Raceway Park, Englishtown. Info: 908/446-7800

* NEW YORK 1/4 MILE SHORT TRACK - AMA Square Deal Riders M.C., S.D.R. Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Fall Series/Diamondback Motocross, Modena. Info: 914/795-5697 or 914/565-3651.

* NEW YORK MOTOCROSS - Seventh Annual Scott U.S.A Day, Hunt MX Park, Hunt. Info: 716/476-2697.

* NORTH CAROLINA MOTOCROSS - AMA/District 29 Fall Series, Side by Side Racing, Rolling Hills Cycle Park, Reidsville. Info: 910/342-9027 or 342-1037.

* OHIO MOTOCROSS - Season Final, Kenworthy's Motocross. Troy. Info: 513/33-4763.

* OHIO MOTOCROSS - CRA/Ohio International Raceway, Ravenna. Info: 330/369-5993.

* OKLAHOMA MOTOCROSS - Field of Dreams Motocross Race Track, Okmulgee. Info: 918/758-0793.

* PENNSYLVANIA MOTOCROSS - AMA/Dist. 6/Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

PENNSYLVANIA DUAL SPORT - AMA/Hudson Valley Off Road Riders, Bluestone 200, Shohola Fire House, Shohola. Info: 914/932-8834.

PENNSYLVANIA ROADRACE - Reduc Sportbike Association, Pocono Raceway, Long Pond. Info: 215/413-DUCK.

RHODE ISLAND HARE SCRAMBLES - NETRA, Hoot Owl, W. Glocester. Info: 203/875-5757.

* VIRGINIA MOTOCROSS - AMA/District 13, Actiontown Motocross Park, Dillwyn. Info: 804/836-3633.

* WISCONSIN 1/2 MILE FLAT TRACK - Badger Racing Association Club, Central Wisconsin State Fair, Marshfield. Info: 414/699-3387.

* WYOMING MOTOCROSS-HPMA, Miles City. Info: 406/232-0663.

Mon, Sept 2

* CALIFORNIA MOTOCROSS - Argyll Park Promotions, Argyll Park, Dixon. Info: 916/678-3592.

MAINE MOTOCROSS - New England Sports Committee, Greene. Info: 413/772-0685.

MICHIGAN MOTOCROSS - Baja Acres Motocross Club, Yamaha Series, Millington. Info: 517/871-3356.

* MISSISSIPPI MOTOCROSS - Eddie Gentry, Motocross 886, Pontotoc. Info: 601/489-8316.

* OHIO MOTOCROSS - Smith Road Raceway, Medina. Info: 216/725-8569.

* OHIO MOTOCROSS - AMA/American Motosports Inc., Vinton Motocross Park, McArthur. Info: 614/596-2057.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Labor Day Gala, Christiana. Info: 615/896-3245.

Wed, Sept 4

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Fri, Sept 6

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* MICHIGAN MOTOCROSS - MRA/Milan Cycle City, Milan. Info: 313/289-2100 or 313/439-7735.

NEVADA MOTOCROSS - On Trac Events, Carson City. Info: 702/267-4392.

* OHIO MOTOCROSS - AMA/American Motorsports Inc., Tuscarawas County Fair, Dover. Info: 614/596-2057.

* WISCONSIN STADIUM MOTOCROSS - AMA/District 16, Wisconsin Stadium MX Series, Midwest Action Cycle Night, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 after 5:30 p.m.

Sept 7-8

ALABAMA MOTOCROSS - Rocket City Raceway/Huntsville Jaycees, Northeast Alabama Fair Grounds, Huntsville. Info: 205/772-3108.

CALIFORNIA DUAL SPORT - Countdown's Hawthorne Run, Bishop. Info: 818/348-8381.

CALIFORNIA GP - AMA/D-37/Baja Promotions, The Cal-City Gran Prix by the Sea, California City. Info: 818/992-6355.

KENTUCKY DUAL SPORT - AMA/K-T Riders, Dual Sport Trail Ride Series, Golden Pond. Info: 502/522-6624.

* MISSOURI MOTOCROSS - Suzuki RM Cup, Branson USA MX, Branson. Info: 714/996-7040 ext. #309.

* WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club Inc., Seniors Motocross, Clubgrounds, Lake Mills. Info: 414/297-9367.

Sat, Sept 7

ALABAMA MOTOCROSS - Rocket City Raceway Inc., and the Huntsville Jaycees, Old Huntsville Airport, Northeast Alabama Fair Grounds, Huntsville. Info: 205/772-3108.

CALIFORNIA MOTOCROSS - CRC Night Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

CALIFORNIA TRIALS - AMA/ Bear Boogie Vintage, Sacramento. Info: 916-753-2519.

CALIFORNIA SPEEDWAY - Vallejo Speedway, Solano County Fairgrounds Sports Arena, Vallejo. Info: 707/557-6019.

* CALIFORNIA MOTOCROSS - Rojo Productions, Night Race, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535.

CANADIAN/B.C. MOTOCROSS - B.C. Championships. Mission Raceway Park. Info: 604/533-0233.

COLORADO SHORT TRACK & TT/ IMI/ Dirt Karts/ QTR Midgets, Denver. Info: 303/286-1813.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* FLORIDA SHORT TRACK 1/4 MILE - FCX Racing, Orange County Raceway, Orlando. Info: 407/298-3103.

ILLINOIS NIGHT HILLCLIMB - AMA/District 17 Cahokia Creek Dirt Riders, White City. Info: 217/627-2459.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

* MISSOURI MOTOCROSS RACES - Sprout Patch Competition, Billings. Info: 417/744-2593.

NEW HAMPSHIRE MOTOCROSS - New England Motocross Assn., Canaan. Info: 860/928-2138.

* NEW YORK SUPERCROSS SERIES - State Championship, Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

* NEW YORK 1/4 MILE FLAT TRACK - Accord Speedway, Night Race, Accord. Info: 914/626-3478.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

NORTH CAROLINA MOTOCROSS - Hang Time Motocross Park, Open Practice also, Carthage. Info: 910/947-5340.

* NORTH CAROLINA SUPERCROSS - Under The Lights Series, NAME, Rolling Hills Cycle Park. Reidsville, Info: 910/342-4492.

* NORTH CAROLINA MOTOCROSS - Silver Creek Motocross, Morganton. Info: 704/584-2808.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

* OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 419/822-3006 or 313/289-2100.

* OHIO MOTOCROSS - AMA/District 11, Honda Hills, Linnville. Info: 614/323-3766.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

TEXAS MOTOCROSS - Oso Creek Motorcross Club, Oso Creek MX Park, Corpus Christi. Info: 512/364-5539.

WASHINGTON HARE SCRAMBLES - Golden Spike Hare Scrambles, Northwest Motorcycle Assn., Offroad Series/Stump Jumpers M.C. Info: 206/483-9894 or 206/242-7044.

* WISCONSIN SHORT TRACKS - AMA, Aztalan Cycle Club Inc., Seniors Motocross, Clubgrounds, Lake Mills. Info: 414/297-9367.

Sun, Sept 8

ALABAMA MOTOCROSS - Rocket City Raceway Inc. and the Huntsville Jaycees, Old Huntsville Airport, Northeast Alabama Fair Grounds, Huntsville. Info: 205/772-3108.

CALIFORNIA TRIALS - AMA/Bear Boogie Trial, Sacramento. Info: 916-753-2519.

* CALIFORNIA MOTOCROSS - Argyll Park Promotions, Argyll Park, Dixon. Info: 916/678-3592.

CALIFORNIA HARE SCRAMBLES - Jackrabbits MC Butt Hare Scrambles II, Anderson Dry Lake, Lucerne Valley. Info: 714/894-2355.

CALIFORNIA MOTORCYCLE RIDE - Santa Barbara Police Department, Ventura Harley Owners Group 4th Annual, Start Santa Barbara City College Lot. Info: 805/656-6777.

CALIFORNIA MOTORCYCLE SWAP MEET - The Guyz at The Shop, Ventura County Fairgrounds, Ventura. Info: 805/650-6777.

* CALIFORNIA MOTOCROSS - SSC/Pit Pro Motocross Series, Lake Castaic MX, Castaic. Info: 805/294-0020.

CANADIAN/B.C. MOTOCROSS - B.C. Championships, Mission Raceway Park. Info: 604/533-0233.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Orlando MX Park, Orlando. Info: 407/333-2356.

* GEORGIA MOTOCROSS - CRC Inc., Camden Racing Complex, Woodbine. Info: 912/729-5483.

ILLINOIS ENDURO - AMA/Central IL Dirt Riders Assn., National Championship Series, Canton. Info: 309/647-3009.

IOWA MOTORCYCLE HILLCLIMB, SWAP MEET, AND RIDE-IN BIKE SHOW - J&P Promotions, Rain Date September 22, Anamosa. Info: 319/462-6011.

IOWA ENDURO - Iowa Enduro Riders Association, Castana. Info: 515/795-3440.

IOWA OBSERVED TRIALS - All-Iowa Trials Riders Association, Anamosa. Info: 515/263-0451.

* KANSAS MOTOCROSS - KORR, Silver City, Sterling. Info: 316/942-6527.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/73-9035.

MASSACHUSETTS ENDURO - NETRA, Greylock, Windsor. Info: 203/875-5757.

MASSACHUSETTS MOTOCROSS - New England Sports Committee, Southwick. Info: 413/772-0685.

MISSOURI ENDURO - Black Jack Enduro Circuit, Cannon Creek Enduro, Collins. Info: 417/345-6211.

NEW HAMPSHIRE TURKEY RUN - NETRA, Ammonoosuc River, N. Haverhill. Info: 203/875-5757.

* NEW YORK MOTOCROSS - WNYSC/Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NEW YORK TRIALS - District 4, Cayuta. Info: 607/739-4243.

* NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Fall Series/Ace Motocross, Modena. Info: 914/463-2093.

* NORTH CAROLINA MOTOCROSS - AMA/Dist 29, Fall Series, Devil's Ridge MX, Sanford. Info: 919/776-1767.

NORTH DAKOTA MOTOCROSS - North Dakota Motorcycle Association, Dickinson. Info: 701/343-2094

* OHIO HARE SCRAMBLES - Amherst Meadowlarks M.C., Amherst. Info: 216/988-9100.

* OHIO SUPERCROSS - Western Reserve Motorcycle Club (CRA), Salem. Info: 330/337-8077

* PENNSYLVANIA EXPERT POINTS RACE - M.D. Comp. Riders, District 7, Happy Ramblers MC Club, Hanover. Info: 717/633-7708.

TENNESSEE HARE SCRAMBLES - Mid South Hare Scrambles Series, Summertown. Info: 615/859-0873.

TENNESSEE MOTOCROSS - AMA/Victory Sports Racing, Mega Series, Muddy Creek Raceway, Blountville. Info: 423/323-5497.

* VIRGINIA MOTOCROSS - AMA/District 13, U.S. Eastern Pro-Am Motocross Fall Series, Elizabeth City. Info: 804/548-1052.

WASHINGTON MOTOCROSS - AMA sanctioned. Washougal Motocross track. Info: 541/673-1671

WASHINGTON ROAD RACE - WMRRA, Seattle. Info: 206/972-4499.

WASHINGTON MOTOCROSS - Pro-Am 3rd Annual event, Spokane, Spokane County ORV Track. Info: Steve Peters, 409/927-8087

Tues, Sept 10

CALIFORNIA MOTORCYCLE SHOW - McGee's Grill/Local Dealers, Citrus Heights. Info: 916/966-1364.

Wed, Sept 11

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

* OHIO MOTOCROSS - AMA/American Motorsports Inc., Hocking County Fair, Logan. Info: 614/596-2057.

Sept 11-14

COLORADO DUAL SPORT - AMA/Colorado Sportrides, Dual Sport Trial Ride Series, Steamboat Springs. Info: 303/697-8382.

Fri, Sept 13

ARIZONA OBSERVED TRIALS - AMA/Central Arizona Trials Inc., Holbrock, Phoenix. Info: 602/807-1676.

* CALIFORNIA SUPERCROSS - B&L Racing Promotions, Sacramento, Raceway Park. Info: 916/483-6548.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* MICHIGAN MOTOCROSS - MRA/Milan Cycle City, Milan. Info: 313/289-2100 or 313/439-7735.

* OHIO MOTOCROSS - AMA/American Motorsports Inc., Guernsey County Fair, Old Washington. Info: 614/596-2057.

* WISCONSIN STADIUM MOTOCROSS - AMA/District 16, Wisconsin Stadium MX Series, Lake Geneva Raceway. Lake Geneva Info: 815/728-0823 after 5:30 p.m.

Sept 14-15

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

CALIFORNIA MOTOCROSS - Over The Hill Gang Bay Area National, Hollister Hills, Hollister. Info: 310/864-6875.

COLORADO ROAD RACE - MRA, Steamboat, Steamboat Springs. Info: 303/530-5678.

INDIANA TRIALS - AMA/Dist. 15/Stoney Lonesome M.C., Columbus. Info: 812/342-4411.

INDIANA DRAG RACE - AMRA, Midwest Region, 1/4 mile, U.S. 41 International Raceway, Morocco. Info: 708/250-0838.

MINNESOTA ROAD RACE - Central Roadracing Association, Brainerd. Info: 612/332-4070.

Sat, Sept 14

ALABAMA MOTOCROSS - Rocket City Raceway/Huntsville Jaycees, Northeast Alabama Fair Grounds, Huntsville. Info: 205/772-3108.

CALIFORNIA SPEEDWAY - Vallejo Speedway, Solano County Fairgrounds Sports Arena, Vallejo. Info: 707/557-6019.

YAMAHA Presents AMA The First Annual GLEN HELEN RACEWAY PARK

CALIFORNIA STATE MX CHAMPIONSHIP

Who will become the 1st AMA State MX Champion
Northern, Central or So. Cal rider?

SAT. & SUN. OCT. 19 & 20, 1996

Must have raced a Qualifier to compete in California State MX Championship.

All Classes!
Last Chance!
SOUTHERN CALIFORNIA QUALIFIER
SUNDAY SEPT. 22, 1996

AMA

AMA Membership Required
So. Cal. Qualifier Fees
Post Entry Only
$15. Pee Wee Entry
$ 25 Per Class
$10. Per person gate fee
(12 & under free)
100%
Pro Payback

Classes:
Peewee - 60cc - 80cc - 125cc
250cc - JR Vet - Vet - Sen
Women - Vintage - Evolution

Gates: Sat. Sept. 21, Open 3 pm for overnight parking close 10 pm.
Sun. Sept. 22, Open 6:30 am, Sign up 7 am, Practice 8 am, Race 9 am
For Information Call 24 Hr. (909) 880-3090

Every Week.
50 issues a year.
For 30 Years.

CYCLE NEWS
America's Weekly Motorcycle Newspaper

DISTRICT 37 AMA COMPETITION

District #37 Referee
Mike Martin
(619) 251-3489
Or For Race Info Only (310) 376-1329

On all off-road events, green stickers & spark arrestors are required. No three wheel ATV's allowed - quad cycles okay. A.M.A. full membership is required. Presence of a parent or legal guardian is required for minors to race.

Competition Schedule

Date	Club	Event
Sept. 7	Dist. 37 Benefit 4-9 pm @ Camp Rock Rd., Lucerne Valley Info: Bill 909-944-3279	Poker Run
Sept. 8	Jackrabbits MC "Butt" @ Camp Rock Rd., Lucerne Valley Info: John 714-894-2355	Hare Scrambles
Sept. 15	Checkpoint M.C. "Bad Mtn:" @ Pinnacles, Lake Arrowhead Info: Ed 818-287-4269	Enduro
Sept. 22	Shamrocks M.C. @ Searles Station, Red Mountain Info: Ron 818-767-4594	Hare Scrambles

Dual Sport Schedule Info (818) 249-2141 (3,1)

Date	Club	Event
Sept. 7&8	Countdown's Hawthorne 300 @ Sportsman Motel, Bishop Info: Jerry 818-348-8381	Dual Sport
Sept. 21-22	Countdown's "Bishop 300" @ Brown's Town, Bishop Info: Jerry 818-348-8381	Dual Sport
Sept. 29	CTR/Cycle News Jamboree @ Barton Flats, Big Bear Info: Larry 714-992-9291	Dual Sport

GOSHEN
Iron Horsemen M.C.
Presents

PRO NATIONAL HILLCLIMB
Sun., September 15
1:00 PM
Iron Horsemen Clubgrounds
Middlebury, IN
2-1/2 miles east of S.R. 13 on S.R. 120
Gates open 9:00 a.m.
Admission $10.00 at Gate
Concessions Served
No Pets Allowed
AMA For More Information AMA
219-534-0704 or
219-674-8061

KNOXVILLE

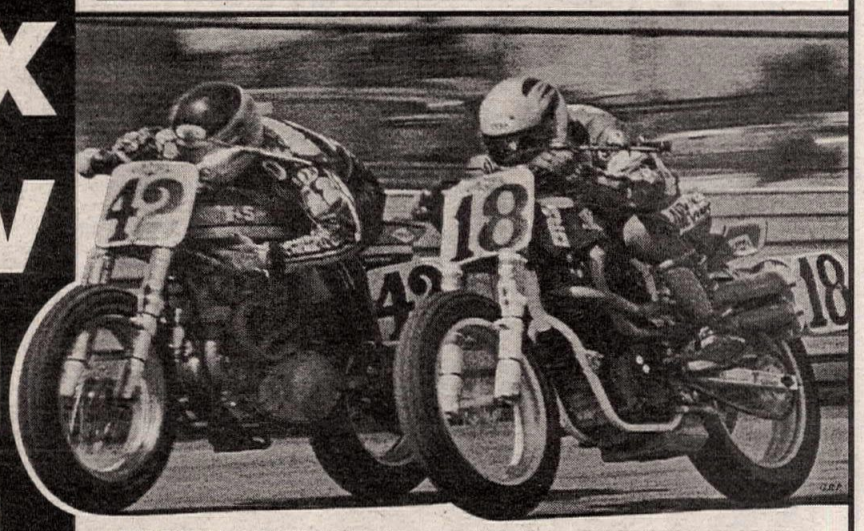
Chris Agajanian Presents

AMA ProRacing

Miller Genuine Draft

U.S. MOTORCYCLE NATIONALS

On the lightning fast 1/2 mile.
The home of the OUTLAWS!



MARION COUNTY FAIRGROUNDS • KNOXVILLE, IOWA

SAT. SEPT. 21, 7:30 P.M.

95 KGGO DES MOINES' BEST ROCK AND ROLL

92.5 KJJY New Country & Country Favorites

Best Western Airport Inn (515) 287-6464

•Tickets & info contact the following•

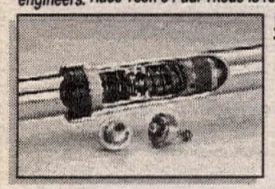
RACE TRACK TICKET OFFICE
515-842-5431

★

LOCAL PARTICIPATING MOTORCYCLE DEALERS

Paul Thede's Technical Edge Suspension Seminar

Want to become a suspension expert? Attention tuners, mechanics, team managers, riders and engineers. Race Tech's Paul Thede is revealing his secrets on cutting edge suspension theory & practice.



Subjects Covered: Dirt & Pavement

- ▲ Suspension Theory & Tuning
- ▲ Springs, Fluids & Valving Theory
- ▲ Hydraulics & Damping Curves
- ▲ Shop Training

Limited seating available!

(You'll receive a suspension manual and certificate of completion)

Basic 3-Day Seminar $595.00 Shilo Inn Hilltop, Pomona, CA
September 7,8,9 ($100 off early enrollment closes August 7)

Advanced 2-Day Seminar $595.00 October 26,27 ($100 off early enrollment closes September 26)

PAUL THEDE'S RACE TECH

CALL NOW 909-594-7755 Fax 909-594-6682
3227 Producer Way, #127, Pomona, CA 91768

SPEEDWAY RACING
Every Friday Night
Orange County Fairgrounds
Costa Mesa, California
Info: (714) 492-9933

Fri., Aug. 30th	KEZY Fox Night - (All Skirts Free!!!) Speedway/Sidecars/ Midgets
Fri., Sept. 6th	Coors Light Speedway/Sidecars/Quads
Fri., Sept. 13th	Season Finale Speedway/Sidecars/Quads
Fri., Sept 28th	Coors Light/Legal Rights Defenders U.S. National Speedway Championship

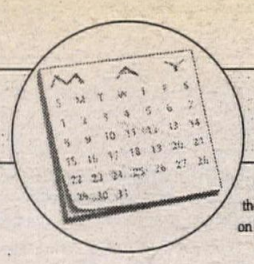
GFI RACING
GFI (909) 653-4042

ELSINORE GRAND PRIX
November 8-11, 1996 ENTRIES ARE OPEN
GFI FALL SERIES:
All Four Factory Contingency Programs
Southern Warm-up: Sunday, September 8 • Perris Raceway

1996 - 1997
GNC Season
Starts September 1st
Watch for Details!
Call: 214-351-9900
GNC MOTOCROSS

GFI RACING (909) 653-4042
A Rider For the Riders

Wed., Aug. 28	GFI Wednesday Practice	Perris
Sat., Aug. 31	GFI at Night - Round 10 - FINAL	Perris
	Yamaha Contingency Available	
Wed., Sept. 4	GFI Wednesday Practice	Perris
Sat., Sept. 7	GFI Saturday Practice (8am - 1pm)	Perris



CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross, Carlsbad Raceway. Info: 619/484-1441.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M.C., Lodi. Info: 209/544-1027.

CALIFORNIA MOTOCROSS/SIDECARS - CRC Night Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA SUPERCROSS - Pro-Am, Checkered Flag Promotions, Friday Nite at the Races, Shasta District Fairgrounds, Anderson. Info: 916/347-6686.

* CALIFORNIA MOTOCROSS - Rojo Productions, Night Race, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535.

CALIFORNIA MOTOCROSS - Night Race, CMA/GFI Fall Series Round 2, Little Okie, Madera. Info: 209/673-8080.

COLORADO SHORT TRACK & TT/ IMI/ Dirt Karts/ QTR Midgets, Denver. Info: 303/286-1813.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

FLORIDA MOTOCROSS - Central Florida Motorcycle Dealers Series and Florida Mini-Cycle Series, Orlando MX Park, Orlando. Info: 407/359-9260.

* FLORIDA SHORT TRACK 1/4 MILE - FCX Racing, Orange County Raceway, Orlando. Info: 407/298-3103.

* GEORGIA MOTOCROSS - AMA/Trans - MX Series - Round 8, Sport Star Inc., Road Atlanta MX, Braselton. Info: 770/493-1792.

INDIANA 1/2 MILE DIRT TRACK - Semi-Pro, Converse Fairgrounds, Converse. Info: 219/486-7172.

* KENTUCKY ARENACROSS - KTMXA/Paris Dirt-Trackers Inc., Eddyville, Lyon County Fairgrounds. Info: 901/642-0511 (days)

KENTUCKY MOTORCYCLE SUPER-CROSS - Night Races, Hillbilly Raceway, Hatfield. Info: 606/353-4740

* MISSOURI MOTOCROSS RACES - Sprout Patch Competition, Billings. Info:417/744-2593

* NEW YORK 1/4 MILE FLAT TRACK - Accord Speedway, Night Race, Accord. Info: 914/626-3478.

NORTH CAROLINA MOTOCROSS - 226 MX, Nebo. Info: 704/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SUPERCROSS - Daniel's Ridge Supercross, Daniel's Ridge Road, Taylorsville. Info: 704/758-4342

* OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

* OHIO SHORT TRACK - Season Final, Scotty Brown International Racing, Bear Creek Speedway, Canton. Info: 330/837-5694.

* OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 313/289-2100 or 419/822-3006.

* OHIO MOTOCROSS - AMA/District 11, Honda Hills, Linnville. Info: 614/323-3766.

* OKLAHOMA MOTOCROSS - AMA Rules, Rocky Top USA, Oklahoma City. Info : 405/677-3333 or 800/224-7890.

* PENNSYLVANIA SUPERCROSS - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

* SOUTH CAROLINA MOTOCROSS - Ron Twilley Hardeeville Motocross, Hardeeville. Info: 912/427-9674.

* VIRGINIA MOTOCROSS - AMA/District 29, U.S. Eastern Pro-Am Motocross Series, Danville. Info: 804/836-3633.

Sun, Sept 15

ALABAMA MOTOCROSS - Kilpatrick Motocross, 616 County Road 479, Albertville. Info: 205/561-3495.

* ARKANSAS HARE SCRAMBLES- Old Supply Road. Info: 501/935-5188.

CALIFORNIA GRAND PRIX - SRA, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

CALIFORNIA MOTOCROSS - GFI Racing, GFI Fall Series Round 1, Perris Raceway. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - Argyll Park Promotions, Argyll Park, Dixon. Info: 916/678-3592.

* CALIFORNIA MOTOCROSS - CMC Trans-Cal Motocross Nationals Round 1 North, Shasta Fairgrounds, Anderson. Info: 916/347-6686.

CALIFORNIA OBSERVED TRIALS - Plonkers Trials Club, Little Pine Flats, Big Bear. Info: 818/914-4495.

CALIFORNIA ENDURO - AMA/District 37 Check Point M.C., San Bernardino National Forest, Lake Arrowhead. Info: 310/925-0443.

* CALIFORNIA MOTOCROSS - CMC/Motowest Racing, Hollister Hills Motocross Park, Hollister. Info: 415/587-8678.

* CALIFORNIA MOTOCROSS - SSC/Pit Pro Motocross Series, Hungry Valley MX, Gorman. Info: 805/294-0020.

COLORADO MOTOCROSS - SRAC/Coyote, Colorado Springs. Info: 800/242-6581.

CONNECTICUT RIDE - March of Dimes Birth Defects Foundation, RideAmerica for Healthier Babies, East Hartford Elks Club, East Hartford. Info: 860/290-5440.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Sun State Raceway, Ona. Info: 407/333-2356.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

ILLINOIS TRIALS - Rock River Riders MC, Rock River Riders Clubgrounds, Polo. Info: 815/232-2731.

ILLINOIS HARE SCRAMBLES - Benefit Team, Cahokia Creek Dirt Riders, White City. Info: 217/627-2459.

IOWA ENDURO - Iowa Enduro Riders Association, Winterset. Info: 515/795-3440.

* IOWA 1/2 MILE FLAT TRACK - Badger Racing Association Club, Van Buren County Fairgrounds, Keosauqua. Info: 414/699-3387.

* KANSAS MOTOCROSS - KORR, Grand Prix, Sprockets II River Track, Arkansas City. Info: 316/942-6527.

KENTUCKY MOTOCROSS - AMA/District 10, Sheltowee Series, Daniel Boone Motocross Park, London. Info: 606/877-1364.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/73-9035.

MASSACHUETTS MOTOCROSS - New England Sports Committee, Middleboro. Info: 413/772-0685.

MASSACHUSETTS TURKEY RUN - NETRA, Triple B II, New Boston. Info: 203/875-5757.

* MISSOURI HARE SCRAMBLERS - Platte County Trailriders, Kawasaki, Suzuki & Yamaha, Kansas City. Info: 816/630-8753.

MONTANA CROSS COUNTRY - Elk Basin Cross Country, Big Rock Motorsports, Helena. Info: 406/442-2698

NEVADA HARE & HOUND - AMA/High Sierra MC National Championship Series, Yerington. Info: 702/885-0650.

NEVADA MOTOCROSS - CMC/Silverstate Motocross, Prizes Awarded, Carson City. Info: 702/267-4392.

NEW YORK HARE SCRAMBLES - NETRA, Stateline, Boyntonville. Info: 203/875-5757.

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Fall Series/Claverack MotocrossTrack, Claverack. Info: 518/828-6149.

NEW YORK SHORT TRACK - AMA/Electric City Riders M.C., Kelly Station Road, Schenectady. Info: 518/374-7979.

OHIO MOTOCROSS - Sunset Ramblers, Galion. Info: 419/562-6931.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 330/262-4945.

OREGON ROAD RACE - Roadracing Assn. of Motorcycles, Coos Bay International Speedway, Coos Bay. Info: 541/269-2474.

* OREGON MOTOCROSS - CMC/Trans-Cal MX Nationals, Eugene MX Track. Eugene Info: 541/928-4474.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

* PENNSYLVANIA MOTOCROSS - AMA/Trail-Way Speedway, District 7 expert points, Hanover. Info: 717/359-4310.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

TEXAS ENDURO - Texas State Enduro Championship Series, Championship Division/High Plains Division, Boondockers, Post. Info: 800/55-TSCEC.

OREGON POKER RUN - OMRA/Jones Creek Trailriders MC Rock & Roll Poker Run, non-points event, Camas. Info: 503/678-2779.

* VIRGINIA MOTOCROSS - AMA/Fall Classic & Four Stroke Eastern National, Danville. Info: 804/836-3633.

WASHINGTON MOTOCROSS - CMC/Squisher Racing, Hom Rapids ORV Park, Richland. Info: 509/837-3595.

WEST VIRGINIA CROSS COUNTRY - AMA/Racer Productions, Grand National Cross Country Tour, Hardrock, Fairmont. Info: 304/284-0084.

* WYOMING MOTOCROSS- HPMA/Series Championship Double Points, Lusk Dirt Riders, Lusk. Info: 307/334-2321.

Wed, Sept 18

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Sept. 20-22

CALIFORNIA ROAD RACE - CMRRA 50cc-125cc , 4th Annual International Challenge Championships, Rosamond. Info: 909/674-5357.

Fri, Sept 20

* MICHIGAN MOTOCROSS - MRA/Milan Cycle City, Milan. Info: 313/289-2100 or 313/439-7735.

* NORTH CAROLINA ASPHALT HALF MILE - AMA/Mars Carolina H-D Dealers Association, New Asheville Speedway, Asheville. Info: 803/626-9455.

TEXAS SPEEDWAY - AMA/Midwest Speedway Sidecar Championship, Wichita County Mounted Patrol Arena, Wichita Falls. Info: 800/760-9664.

* WISCONSIN STADIUM MOTOCROSS - AMA/District 16, Wisconsin Stadium Motocross Series, Lake Geneva Raceway. Lake Geneva Info: 815/728-0823 after 5:30 p.m.

Sept 21-22

* KENTUCKY MOTOCROSS - AMA/Blue Grass Motocross Park, Thorobred Series, Clay City. Info: 606/744-5916

MAINE MOTOCROSS - New England Sports Committee, Greene. Info: 413/772-0685.

MICHIGAN ROAD RACE - AMA/Great Lakes Road Racing Assn., Grattan Raceway Park, Grattan. Info: 616/774-9902.

MICHIGAN MOTOCROSS - Baja Acres M.C. AHRMA on the 21st, Vintage Series on the 22nd, Millington. Info: 517/871-3356.

MISSOURI HARE SCRAMBLERS - AMA/Flat River Grand Prix, Kawasaki, Suzuki & Yamaha, St. Louis. Info: 314/427-1204.

* NEW YORK MOTOCROSS - AMA/Broome-Tioga Sports Center, Binghamton. Info: 717/222-9290 or 607/648-4997.

NORTH CAROLINA DRAG RACE - IDBA, 1/8th mile, Piedmont Dragway, Greensboro. Info: 205/849-7886.

OREGON ROAD RACE - Oregon Motorcycle Roadracing Association, Portland. Info: 503/221-1487.

Sat, Sept 21

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Saturday Night Motocross, Riverfront Park, TransCal 2, Marysville. Info: 916/695-2727.

CALIFORNIA MOTOCROSS - CRC Night Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA SPEEDWAY - Vallejo Speedway, Solano County Fairgrounds Sports Arena, Vallejo. Info: 707/557-6019.

* CALIFORNIA MOTOCROSS - Rojo Productions, Night Race, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535.

CALIFORNIA MOTOCROSS - Night Race, CMA/GFI Fall Series Round 3, Little Okie, Madera. Info: 209/673-8080.

COLORADO MOTOCROSS - IMI, Denver. Info: 303/286-1813.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* FLORIDA SHORT TRACK 1/4 MILE - FCX Racing, Orange County Raceway, Orlando. Info: 407/298-3103.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

MICHIGAN MOTOCROSS - Baja Acres Motocross Club, AHRMA, Millington. Info: 517/871-3356.

* NEW YORK 1/4 MILE FLAT TRACK - Accord Speedway, Night Race, Accord. Info: 914/626-3478.

NORTH CAROLINA MOTOCROSS - Hang Time Motocross Park, Open Practice Also, Carthage. Info: 910/947-5340.

*NORTH CAROLINA SUPERCROSS - Under the Lights Series, NAME, Reidsville, Info: 910/342-4492.

* NORTH CAROLINA MOTOCROSS - Silver Creek Motocross, Morganton. Info: 704/584-2808.

*KENTUCKY MOTOCROSS - Daniel Boone Motocross Park, London. Info: 606/877-1364.

* MARYLAND SUPERCROSS - AMA Dist. 7 & 13 (Pro National Amateur Day). Budd's Creek Maryland Park. Info: 301/475-2000

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

OHIO MOTOCROSS - YZ Bucks AMA/District 11, Action Sports Promotions Inc., Nelsonville. Info: 614/594-6686.

* OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 313/289-2100 or 419/822-3006.

* OHIO SHORT TRACK TT - Honda Hills, Linnville. Info: 614/323-3766.

* OHIO MOTOCROSS - AMA/District 11, Delaware Motocross Park, Delaware. Info: 614/596-2057.

OREGON ROAD RACE - Practice, "Vintage Day" (Tentative), Oregon Motorcycle Roadracing Assn. Portland Int'l Raceway. Info: 503/221-1487.

* PENNSYLVANIA MOTOCROSS - Doublin Gap Motocross, Newburg. Info: 717/249-6036.

PENNSYLVANIA MOTOCROSS - AMA/High Point Raceway, SR/Vet Nationals, Mount Morris. Info: 304/284-0084.

Sun, Sept 22

CALIFORNIA ENDURANCE RACE - Thunderhill Park, Hayward. Info: 510/537-8208.

CALIFORNIA MOTORCYCLE SHOW - Intershows/All - American Motorcycle Show, Oak Canyon Park, Orange. Info: 714/364-9249.

CALIFORNIA MOTOCROSS - AMA, Amateur State Championship qualifier, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

CALIFORNIA MOTORCYCLE SHOW - 3rd Annual All-American Motorcycle Show. Oak Canyon Park (next to Irvine Lake). Orange. Info: 714/364-9249

* CALIFORNIA MOTOCROSS - CMC/Trans-Cal MX Nationals, Southern California Raceplex. Victorville Info: 714/367-1141.

* CALIFORNIA MOTOCROSS - California Mini Motorcycle Club, Barona Oaks Raceway, Ramona. Info: 619/752-8252 or 619/443-3138.

* CALIFORNIA MOTOCROSS - Beebe Transport Inc., Avenue of the Giants, Phillipsville. Info: 707/943-3029.

COLORADO KART RACE - IMI, Denver. Info: 303/286-1813.

COLORADO MOTOCROSS - SRAC/EMP, Berthoud. Info: 800/242-6581.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Dade City Raceway, Dade City. Info: 407/333-2356.

GEORGIA MOTOCROSS - AMA/Paradise Motocross Park, Macon. Info: 912/745-3946 or 912/738-0664.

ILLINOIS BIG RED ENDURO - AMA/Cahokia Creek Dirt Riders, White City. Info: 217/627-2459.

* ILLINOIS MOTOCROSS - AMA/District 17 Sanction, Bloomington Normal Motorcycle Club, Wapella. Info: 217/445-2536.

IOWA ENDURO - Iowa Enduro Riders Association, Stratford. Info: 515/795-3440.

* KANSAS MOTO/SCRAMBLES - KORR, Hillsboro MX Park, Hillsboro. Info: 316/942-6527.

KENTUCKY MOTORCYCLE SUPER-CROSS - Hillbilly Raceway, Hatfield. Info: 606/353-4740

MARYLAND HARE SCRAMBLES - AMA/District 7 Western Maryland Off Road Riders, Cliff Side Raceway, Rawlings. Info: 301/759-3237.

MASSACHUSETTS MOTOCROSS - New England Motocross Assn., Capeway Rovers, Middleboro. Info: 860/928-2138.

MICHIGAN MOTOCROSS - Baja Acres Motocross Club, Vintage Series, Millington. Info: 517/871-3356.

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Fall Series/Ace Motocross, Modena. Info: 914/463-2093

NEW YORK TRIALS - District 4, Medina. Info: 716/798-2727.

* OHIO MOTOCROSS - Amherst Meadowlarks MC, Amherst. Info: 216/988-9100.

OKLAHOMA ENDURO - Black Jack Enduro Circuit, Tulsa Trailriders Enduro #2, Henryetta. Info: 417/345-6211.

OHIO HARE SCRAMBLES - CRA/ Proffer Promotions, Round 6, Blackcoal Series, Cable Creek, Toronto. Info: 330/538-2220.

* OHIO MOTOCROSS - CRA/Ohio International Raceway, Ravenna. Info: 330/369-5993.

OREGON HARE SCRAMBLES - AMA/NORA, National Championship Series, Roseburg. Info: 503/649-8709.

OREGON ROAD RACE - Oregon Motorcycle Roadracing Assn, Portland Int'l Raceway. Info: 503/221-1487.

* PENNSYLVANIA HARE SCRAMBLES - AMA/Dist. 6/Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

PENNSYLVANIA MOTOCROSS - AMA/High Point Raceway, Dist. 5 PA State Championships MX/HS, Mount Morris. Info: 304/284-0084.

RHODE ISLAND HARE SCRAMBLES - NETRA, Woodsocross, W. Greenwich. Info: 203/875-5757.

SOUTH CAROLINA MOTOCROSS - Victory Sports Racing, Carolina Ultra Series - Rnd 9, Sand Hill, Chesterfield. Info: 423/323-5497.

TENNESSEE HARE SCRAMBLES - Mid South Hare Scrambles Series, Box Hollow. Info: 615/859-0873.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

* VIRGINIA MOTOCROSS - AMA/District 13, District 29, U.S. Eastern Pro-Am Motocross Series, Wytheville. Info: 804/836-3633.

WASHINGTON ENDURO - Timekeeper Enduro-Northwest Motorcycle Assn. Enduro Series/River City M/C, Capitol Forest, Olympia. Info: 206/846-9854 or 206/242-7044.

WASHINGTON VINTAGE MOTOCROSS - Tocoma M/C, Thurston Co. ORV. Park, McCleary. Info: 206/846-9854 or 206/242-7044.

WASHINGTON MOTOCROSS - AMA sanctioned. Washougal Motocross track. Info: 541/673-1671

WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

WISCONSIN TRIALS - WOTA., Baraboo. Info: 708/658-5827.

Wed, Sept 25

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Thur, Sept, 26

NEW JERSEY KRUISE NITE 96 - Custom Motorcycles and Cars, on Throckmorton Street, Freehold. Info: 908/462-2016.

Fri, Sept. 27

* CALIFORNIA SUPERCROSS - B&L Racing Promotions. Sacramento, Raceway Park. Info: 916/483-6548.

* MICHIGAN MOTOCROSS - MRA/Milan Cycle City, Milan. Info: 313/439-7735 or 313/289-2100.

* WISCONSIN STADIUM MOTOCROSS - AMA/District 16, Wisconsin Stadium MX Series, Lake Geneva Raceway. Lake Geneva Info: 815/728-0823 After 5:30 p.m.

Sept 28-29

ARIZONA DUAL SPORT - AMA/Desert Motorcycle Promotions, Dual Sport Trail Ride Series, Phoenix. Info: 602/488-6357.

GEORGIA OBSERVED TRIALS - Southeastern Trials Riders Association, Cumming. Info: 770/463-4390.

KENTUCKY FOUR-STROKE NATIONAL - AMA Fall Classic Pro Series, Kentucky State Motocross Championship, Daniel Boone Motocross Park, London. Info: 606/877-1364.

* OHIO MOTOCROSS - AMA/District 11, Delaware Motocross Park, Delaware. Info: 614/596-2057.

* OKLAHOMA MOTOCROSS - (AMA Rules), Rocky Top USA, Oklahoma City. Info: 405/677-3333 or 800/224-7890.

* PENNSYLVANIA MOTOCROSS - AMA/High Point Raceway, Cross Country Championships, Mount Morris. Info: 304/284-0084.

Sat, Sept 28

CALIFORNIA SPEEDWAY - Vallejo Speedway, Solano County Fairgrounds Sports Arena. Info: 707/557-6019.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - CRC Night Race, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - Rojo Productions, Night Race, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535.

COLORADO SHORT TRACK & TT - IMI/ Dirt Karts/ QTR Midgets, Denver. Info: 303/286-1813.

COLORADO RALLY, SHOW & RUN - Colorado Honda, American Honda Riders Club, Ronald McDonald House, Araphahoe College, Littleton. Info: 303/794-6367.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* FLORIDA SHORT TRACK 1/4 MILE - FCX Racing, Orange County Raceway, Orlando. Info: 407/298-3103.

TTS ENDURO - NETRA, Junior Enduro Championship Series, Steerage Rock Jr., Brimfield. Info: 203/875-5757.

MASSACHUSETTS MOTOCROSS - New England Sports Committee, Southwick. Info: 413/772-0685.

* MISSOURI MOTOCROSS RACES - Sprout Patch Competition, Billings. Info: 417/744-2593

NEVADA MOTOCROSS - CMC/Silverstate Motocross, Practice 10-12, Carson City. Info: 702/267-4392.

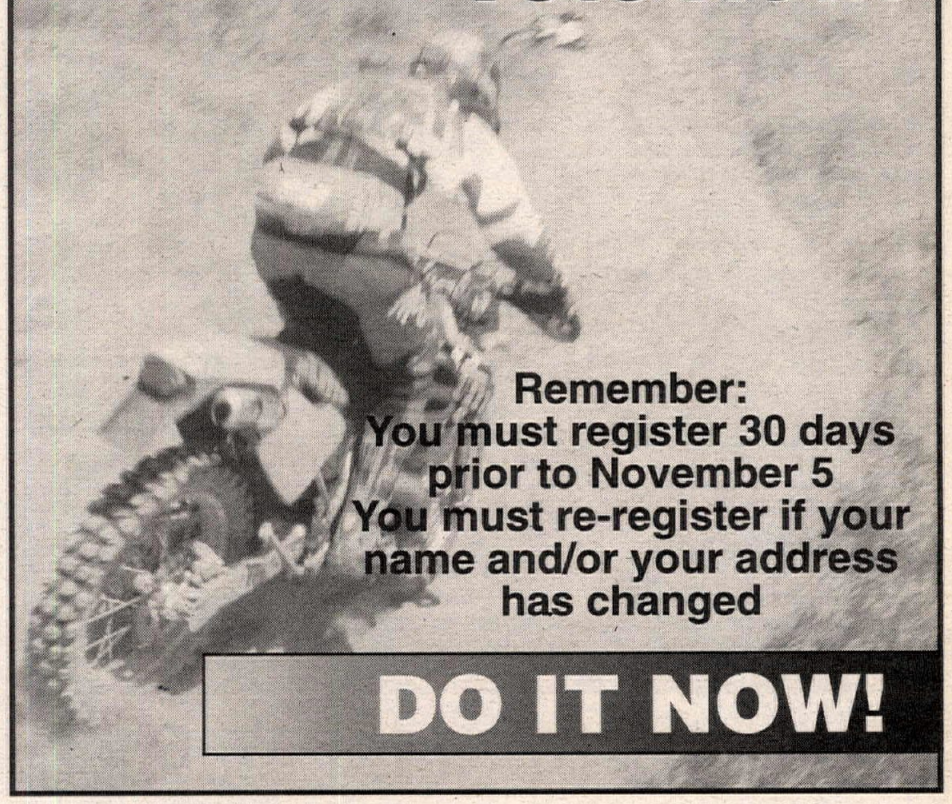
* NEW YORK SHORT TRACK - AMA Lembo Lake Park. Modena, 914/427-2248

NEW YORK MOTOCROSS - AMA/Yamaha Contingency Race, Island Motocross of New York Inc., Bridgehampton Race Track, Bridgehampton. Info: 516/924-2399.

NORTH CAROLINA MOTOCROSS - 226 MX, Nebo. Info: 704/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

Protect Your Right to RIDE!



REGISTER To Vote Now!

Remember:
You must register 30 days prior to November 5
You must re-register if your name and/or your address has changed

DO IT NOW!

Race Results on the Internet!

Updated immediately after the event with race highlights, and current point standings

CYCLE NEWS ON LINE

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2nd Annual

CHAPARRAL FALL GRAND PRIX

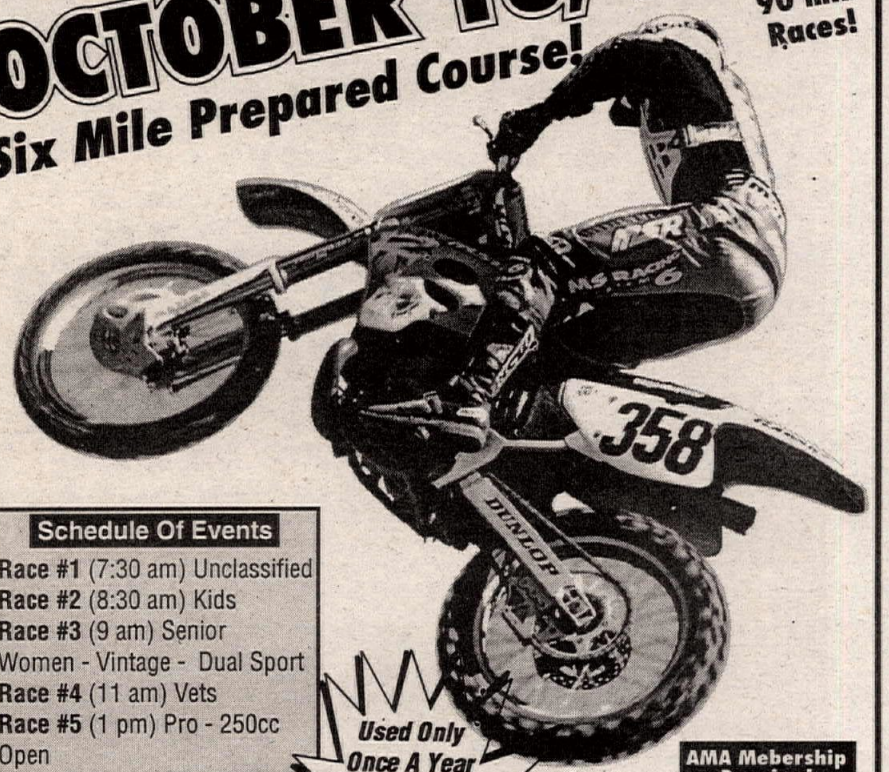
AMA

GLEN HELEN RACEWAY PARK

OCTOBER 13, 1996

90 min Races!

Six Mile Prepared Course!



Schedule Of Events

Race #1 (7:30 am) Unclassified
Race #2 (8:30 am) Kids
Race #3 (9 am) Senior Women - Vintage - Dual Sport
Race #4 (11 am) Vets
Race #5 (1 pm) Pro - 250cc Open
Race #6 (3 pm) 80cc - 125cc 4-Stroke

Used Only Once A Year 1.5 MILES Of Pavement Sheriffs Academy

AMA Mebership Required
100% Pro Payback

Pick Up $5.00 Off Entry Coupon at CHAPARRAL
555 S. H St., San Bernardino, CA

Race Fees:
Pre-Enter $30.
Post Entry $ 40. Unclassified/Kids $15.
Pre-Entries Postmarked By 10-1-96

Gate Fee: $10 Adults
Kids Under 12 Free

For Entry & Information
Call: 909-880-3090

Gates Close: Sat. Oct. 12, 8 pm
Gates Open: Sun. Oct. 13, 6 am

CRC **LABOR DAY - MONDAY, SEPTEMBER 2**

•W•A•N•T•E•D•

Riders for the annual Outlaw Grand Prix at LACR, featuring the new longer course using all the LACR tracks including paved portions of the drag strip!! Plus special prizes from many CRC sponsors!!

Sponsored by: Greene's Sports Grill

EACH CLASS RACE
45 MINUTES
20% TROPHIES
SUPERB FINISHER PINS
CASH TO PROS

MAIL ENTRY	$25.00
Non-Member	$30.00*
POST ENTRY	$30.00
Non-Member	$35.00*

No post entry penalty for 2nd class entered

* Membership Not Required to Race - Points & Prizes Only to Members

1996 CRC Membership Available

Mail entries and two (2) legal size self-addressed, stamped envelopes (SASE)

CALIFORNIA RACING CLUB
37045 Ran Dr., Palmdale, CA 93550

8:00 AM	Parade Lap
8:15 AM	All 80cc
9:15 AM	125-250-500 Beg
10:15 AM	Old Timers
11:15 AM	All 60cc
12:00 Noon	Parade Lap
12:15 PM	CRC Vets (+30) Sr. (+40)
1:15 PM	Jr. Vets (+25), Vintage Old School (1975-80)
2:15 PM	125-250-500 Nov, Int, Pro
3:15 PM	Team Race

PeeWees will run 2 Moto's on a separate track
Practice 9:00 am
1st Race 10:00 am • 2nd Race 11:00 am

For info call (805) 272-8889

CRC California Racing Club

LA COUNTY RACEWAY - PALMDALE, CA

What's happening? Cycle News Calendar.

Accord Speedway
Whitfield Road

Accord, New York

Semi Pro 1/4 Mile Short Track

Motorcycles and Go-Karts
(914) 626-DIRT (3478)

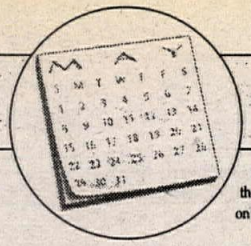
August 3
August 10*
(No Racing)
August 17
August 24
August 31
Sept. 7

Gates Open	4:00 pm
Practice	6:00 pm
Races Start	7:00 pm

Take exit 19 (Kingston) off NYS Thruway - 1st exit on right 209 south - follow 15 miles Whitfield Road on right - 2 1/2 miles to track

$20.00/class - Entry Fee
100% Payback - Expert Classes

Racing Every Saturday Night



CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

* NORTH CAROLINA SUPERCROSS - Daniel's Ridge Supercross, Daniel's Ridge Road, Taylorsville. Info: 704/758-4342

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

* OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 419/822-3006 or 313/289-2100.

* OHIO SHORT TRACK - Honda Hills, Linnville. Info: 614/323-3766.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

* SOUTH CAROLINA MOTOCROSS - Ron Twilley Hardeeville Motocross, Hardeeville. Info: 912/427-9674.

VIRGINIA MOTOCROSS - All classes, Powerline Motocross Playground, Willis. Info: 540/789-7640 or 789-7260.

WASHINGTON NIGHT ENDURO - Webfoot Enduro Northwest Motorcycle Assn. Enduro Series/Skagit M/C, Walker Valley, Mt. Vernon. Info: 360/424-8650 or 206/242-7044.

* WISCONSIN SHORT TRACKS - AMA, Aztalan Cycle Club Inc., Seniors Motocross, Clubgrounds, Lake Mills. Info: 414/297-9367.

Sun, Sept 29

CALIFORNIA MOTOCROSS - GFI Racing, GFI Fall Series Round 2, Perris Raceway. Info: 909/653-4042.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA, Golden State Vintage Motocross Championships, River Ranch Raceway, Madera. Info: 209/661-0706.

* CALIFORNIA MOTOCROSS - CMC/Trans-Cal MX Nationals Round 2 South, Quail Canyon, Gorman. Info: 714/367-1141.

CALIFORNIA MOTOCROSS - CRC Fall Series, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Day Race, CMA/GFI Fall Series Round 4, Los Banos. Info: 209/673-8080.

CALIFORNIA DUAL SPORT - AMA/District 37 Dual Sport, California Trail Rides 7th Annual Cycle News Dual Sport Jamboree, Barton Flats Campground, Big Bear. Info: 714/992-9291.

COLORADO ROAD RACE - MRA, Denver Motorsports Park, Denver. Info: 303/530-5678.

CONNECTICUT MOTOCROSS - New England Sports Committee, Central Village. Info: 413/772-0685.

GEORGIA FLAT TRACK LEAGUE - Race #6, Carnesville. Info: 770/962-7888.

* GEORGIA MOTOCROSS - Echconnee Motocross Track, Macon. Info: 912/788-8227.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

ILLINOIS 10TH ANNUAL MOTORCYCLE PARTS EXTRAVAGANZA & RIDE-IN BIKE SHOW - Belle-Clair County Fairgrounds, Belleville. Info: 319/462-6011.

ILLINOIS TRIALS - NITRO, Byron. Info: 708/931-1530.

INDIANA HARE SCRAMBLES - AMA/Dist. 15/Stoney Lonesome M.C., Columbus. Info: 812/342-4411.

KENTUCKY MOTOCROSS - AMA/Victory Sports Racing, Mega Series/Kentucky State Championship, Daniel Boone, London. Info: 423/323-5497.

KENTUCKY HARE-SCRAMBLES, Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

MASSACHUSETTS ENDURO - NETRA, King Philip West, Wrentham. Info: 203/875-5757.

* MARYLAND HARE SCRAMBLES - ECEA Budd's Creek MX Park. Info: 301/475-2000

NEVADA HARE SCRAMBLES - MRAN, Jean. Info: 702/437-MRAN.

NEVADA MOTOCROSS - CMC/Trans-Cal Round 2, Silverstate Motocross, Carson City. Info: 702/267-4392.

* NEW YORK MOTOCROSS - AMA/Broome-Tioga Sports Center, Binghamton. Info: 717/222-9290 or 607/648-4997.

NEW YORK RIDE - NYC Chap. HOG, 8th Annual MDA Mystery Observation Run X, H-D of NYC, New York. Info: 718/278-1515.

NEW YORK MOTORCYCLE RACES - Silver Springs. Info: 716/786-5596

* NORTH CAROLINA MOTOCROSS - AMA/Side by Side Racing, Rolling Hills Cycle Park, Reidsville. Info: 910/342-1037.

* OHIO SUPERCROSS - Western Reserve Motorcycle Club (CRA). Salem. Info: 330/337-8077

* OKLAHOMA MOTOCROSS - Field Of Dreams Motocross Race Track, Okmulgee. Info: 918/758-0793.

* OREGON MOTOCROSS - CMC/Trans-Cal MX Nationals, Albany SX Track. Albany Info: 541/928-4474.

NEW YORK SHORT TRACK - AMA/Electric City Riders M.C., Kelly Station Road, Schenectady. Info: 518/374-7979.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

* PENNSYLVANIA HARE SCRAMBLES - AMA/Dist. 6/Flying Dutchmen Motorcycle Club Inc, Pine Grove. Info: 717/345-6340 or 717/345-8734.

PENNSYLVANIA CROSS COUNTRY - AMA/Racer Productions, Grand National Cross Country Tour, High Point Raceway, Mount Morris. Info: 304/284-0084.

* PENNSYLVANIA EXPERT POINTS RACE - District 7/Happy Ramblers MC, Route 116, Hanover. Info: 717/633-7708.

* TENNESSEE MOTOCROSS - T-N-T MX Park, Milan. Info: 901/987-3029.

TEXAS ENDURO - Texas State Enduro Championship Series, Championship Division/High Plains Division, TRH (Caney Creek), New Waverly. Info: 800/55-TSCEC.

* VIRGINIA MOTOCROSS - AMA/District 13, U.S. Eastern Motocross Series, Dillwyn. Info: 804/836-3633.

WASHINGTON POKER RUN - Phantom Duck Poker Run Northwest Motorcycle Assn/Skagit M/C, Walker Valley, Mt. Vernon. Info: 360/424-8650 or 206/242-7044.

WYOMING MOTOCROSS - SRAC/CCC, Cheyenne. Info: 800/242-6581.

WASHINGTON MOTOCROSS - Spokane, Spokane County ORV Track. Info: Steve Peters, 409/927-8087

Wed, Oct 2

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Thur, Oct 3

* OHIO MOTOCROSS - AMA/Coshocton County Fair, Coshocton. Info: 614/596-2057.

Oct 4-6

CALIFORNIA DESERT RACE - Baja Promotions, The Triple Crown of Cal-City High Desert Series/The Cal-City Fall Final 250, California City. Info: 818/992-6355.

MISSOURI MOTOCROSS - 2nd Annual Branson USA National MX Finals, Branson USA MX, Branson. Info: 909/657-6834.

Fri, Oct 4

CALIFORNIA SWAP MEET - Intershows Motorsport Promotions, Motorcycle swap meet, Orange County Fairgrounds, Costa Mesa. Info: 714/364-2542.

NORTH CAROLINA FLAT TRACK - On Track Promotions, Motorcycle Asphalt Racing Series, New Asheville Speedway, Asheville. Info: 803/626-9455.

Oct 5-6

CALIFORNIA SPEEDWAY - Vallejo Championships, Solano County Fairgrounds Sports Arena. Info: 707/557-6019.

CALIFORNIA GRAND PRIX - AMA/D-37/Viewfinders G.P., 1996 Big Six G.P. Series, Castaic Lake, Castaic Lake. Info: 909/678-0419 or 310/423-1889.

KENTUCKY DRAG RACE - AMRA, Southern Region, 1/4 mile, Beech Bend Raceway Park, Bowling Green. Info: 708/250-0838.

* KENTUCKY MOTOCROSS - AMA/Blue Grass Motocross Park, Thorobred Series, Clay City. Info: 606/744-5916

* NEW JERSEY MOTOCROSS - AMA/Semi-Pro, 20th Annual Kawasaki Motocross Race of Champions and Fall Classic Motocross Series, Raceway Park, Englishtown. Info: 908/446-7800

NEVADA HARE SCRAMBLES - MRAN/Roosters M/C, Logandale. Info: 702/897-5171.

NEVADA HARE SCRAMBLES - MRAN/Roosters, Las Vegas. Info: 702/437-6726.

VIRGINIA DUAL SPORT - AMA/Northern Virginia Trail Riders, Dual Sport Trail Ride Series, Mount Solon. Info: 703/339-5131.

Sat, Oct 5

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M/C, Lodi. Info: 209/544-1027.

CALIFORNIA TRIALS - AMA/ Granite Basin Vintage, Sacramento. Info: 916-753-2519.

CALIFORNIA TRANSCAL NATIONAL MOTOCROSS - CMC/Sacramento Raceway, Sacramento. Info: 916/363-2645.

CALIFORNIA 1ST ANNUAL MEMORY RIDE/SHOW - Harley-Davidson Riders Assn., Benefits LA Alzheimer's Assoc., Los Angeles Zoo, Los Angeles. Info: 213/938-3379.

CALIFORNIA ANTIQUE MOTORCYCLE SHOW & SWAP MEET - AMA/Vintage Cycle Promotions, El Camino College Parking Structure, Torrance. Info: 805/733-1137.

COLORADO SHORT TRACK & TT - IMI/ Dirt Karts/ QTR Midgets, Championship, Denver. Info: 303/286-1813.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* FLORIDA SHORT TRACK 1/4 MILE - FCX Racing, Orange County Raceway, Orlando. Info: 407/298-3103.

* GEORGIA MOTOCROSS - AMA/Trans - MX Series - Final Round, Road Atlanta MX, Braselton. Info: 770/493-1792.

IOWA ENDURO - Iowa Enduro Riders Association, Bartlett. Info: 515/795-3440.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

MAINE MOTOCROSS - New England Motocross Assoc., Spring Hill, S. Berwick. Info: 860/928-2138.

MONTANA HARE SCRAMBLE - Rochester Creek Hare & Hound. Big Rock Motorsports, Helena. 406/442-2698

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

NORTH CAROLINA MOTOCROSS - Hang Time Motocross Park, Open Practice Also, Carthage. Info: 910/947-5340.

* NORTH CAROLINA MOTOCROSS - Silver Creek Motocross, Morganton. Info: 704/584-2808.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 419/822-3006 or 313/289-2100.

* OHIO SHORT TRACK - Honda Hills, Linnville. Info: 614/323-3766.

TEXAS MOTOCROSS - Oso Creek Motocross Club, Oso Creek MX Park, Corpus Christi. Info: 512/364-5539.

WASHINGTON MOTOCROSS - Scrambles. Spokane, Spokane County ORV Track. Info: Steve Peters, 409/927-8087.

Sun, Oct 6

ALABAMA MOTOCROSS - Kilpatrick Motocross, 616 County Road 479, Albertville. Info: 205/561-3495.

CALIFORNIA MOTOCROSS - GFI, Fall Series, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

CALIFORNIA MOTOCROSS - GFI Racing, GFI Fall Series R3*, Perris Raceway. Info: 909/653-4042.

CALIFORNIA TRIALS - AMA/ Granite Basin Trial, Sacramento. Info: 916-753-2519.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA, Golden State Vintage Motocross Championships, River Ranch Raceway, Madera. Info: 209/661-0706.

* CALIFORNIA MOTOCROSS - CMC/Trans-Cal MX Nationals, Los Angeles County Raceway. Palmdale Info: 714/367-1141.

* CALIFORNIA MOTOCROSS - California Mini Motorcycle Club, Barona Oaks Raceway, Ramona. Info: 619/752-8252 or 619/443-3138.

* CALIFORNIA MOTOCROSS - CMC/Trans-Cal Motocross Nationals Round 3 South, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - CMC/Trans-Cal Motocross Nationals Round 3 North, Silver State Raceway, Carson City. Info: 702/267-4392.

* CALIFORNIA MOTOCROSS - Beebe Transport Inc., Avenue of the Giants, Phillipsville. Info: 707/943-3029.

COLORADO KART RACE - IMI, Denver. Info: 303/286-1813.

COLORADO MOTOCROSS - SRAC/M&M, Colorado Springs. Info: 800/242-6581.

* GEORGIA MOTOCROSS - AMA/2nd Annual, Second Helping GP, Sport Star Inc., Road Atlanta MX, Braselton. Info: 770/493-1792.

INDIANA HARE SCRAMBLES - AMA/IN/IL/KY Enduro Riders, National Championship Series, Lynneville. Info: 812/897-6814.

* KANSAS MOTOCROSS - KORR, Hillsboro MX Park, Hillsboro. Info: 316/942-6527.

KENTUCKY MOTORCYCLE SUPER-CROSS - Hillbilly Raceway, Hatfield. Info: 606/353-4740

MARYLAND HARE SCRAMBLE WITH QUADS - AMA/Dist. 7/Antietam M.C. Inc., Hagerstown. Info: 301/797-8686 or 301/797-1607.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/273-9035.

MASSACHUSETTS ENDURO - NETRA, Mohawk, Adams. Info: 203/875-5757.

MASSACHUSETTS MOTOCROSS - New England Sports Committee, Middleboro. Info: 413/772-0685.

* MEXICO MOTOCROSS - Too Much Fun Promotions, LaPlaya Motocross Grand Prix Series - Rnd 6, Cantamar Sand Dunes, Rosarito Beach. Info: 011-52-661-22525.

NEVADA HARE & HOUND - AMA/Team No Snivelers, National Championship Series, Reno. Info: 702/265-5489.

NEW MEXICO ENDURO - Texas State Enduro Championship Series, Cloudcroft, High Plains Division, Cloudcroft. Info: 800/55-TSCEC.

*NEW YORK 1/4 MILE SHORT TRACK - AMA Square Deal Riders M.C., S.D.R. Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

* NEW YORK MOTOCROSS - ACE Motocross, "Motofest", Modena. Info: 914/463-2093.

NEW YORK TRIALS - District 4, Locke. Info: 315/497-3268.

NEW YORK MOTORCYCLE RACES - Silver Springs. Info: 716/786-5596

* NORTH CAROLINA MOTOCROSS - AMA/District 13, US Eastern Pro AM Motocross Fall Series, Elizabeth City. Info: 804/548-1052.

NORTH CAROLINA MOTOCROSS - Victory Sports Racing, Carolina Ultra Series - Rnd 10, Polk County, Hendersonville. Info: 423/323-5497.

* NORTH CAROLINA MOTOCROSS - NAME/Fall Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

OHIO HARE SCRAMBLES - Corky Wurster Memorial. CRA/Salem Motorcycle Club, Salem. Info: 330/482-2971 or 332-9465.

* OHIO MOTOCROSS - Stars of Tomorrow Youth Championship, MRA, Delta Raceway, Delta. Info: 419/822-3006 or 313/289-2100.

OREGON ROAD RACE - Racing. Oregon Motorcycle Roadracing Ass'n. Portland Int'l Raceway. Info: 503/221-1487.

OREGON GRAND PRIX - OMRA/Mount Scott M/C, non-points event, Portland. Info: 503/678-2779.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

VIRGINIA HARE SCRAMBLES - Virginia State Championship, Blue Ridge Cycle Club, City Reservoir, Martinsville. Info: 703/632-5931.

WASHINGTON MOTOCROSS - AMA sanctioned. Washougal Motocross track. Info: 541/673-1671.

WASHINGTON HARE SCRAMBLES - Rimrock G.P./Northwest Motorcycle Assn. Offroad Series/Yakima Valley Dust Dodgers, Rimrock. Info: 509/966-0992 or 206/242-7044.

Tues, Oct 8

CALIFORNIA MOTORCYCLE SHOW - McGee's Grill/Local Dealers, Citrus Heights. Info: 916/966-1364.

Wed, Oct 9

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Oct, 10-11

CALIFORNIA VINTAGE ROADRACING - AMA/Team Obsolete, Del Mar County Fairgrounds, Info: 800/711-3872.

Oct 11-13

* NEW JERSEY MOTOCROSS - AMA/NJHRA, Wildwoods and WSP Racing, Thunder in the Sand, On the beach between Wildwheels and Mariners Landing. Wildwood. Info: 609/523-8051.

TENNESSEE DRAG RACE - IDBA, World Finals, Memphis Motorsports Park, Memphis. Info: 205/849-7886.

Fri., Oct 11

* CALIFORNIA SUPERCROSS - B & L Racing Promotions. Sacramento, Raceway Park. Info: 916/483-6548.

Oct 12-13

CALIFORNIA DUAL SPORT - AMA/Ridge Runners M/C, Dual Sport Trail Ride Series, Angels Camp. Info: 408/475-3619.

IOWA OBSERVED TRIALS - All-Iowa Trials Riders Association, Harley Griffieon Farm, Decatur. Info: 515/753-7317.

NEW HAMPSHIRE MOTOCROSS - New England Motocross Assoc., Keene. Info: 860/928-2138.

OHIO DUAL SPORT - AMA/Enduro Riders Association, Dual Sport Trail Ride Series, McArthur. Info: 614/385-3885.

Sat, Oct 12

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M/C, Lodi. Info: 209/544-1027.

COLORADO SHORT TRACK & TT - IMI/ Dirt Karts/ QTR Midgets, Championship, Denver. Info: 303/286-1813.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* FLORIDA SHORT TRACK 1/4 MILE - FCX Racing, Orange County Raceway, Orlando. Info: 407/298-3103.

IOWA HARE SCRAMBLES - Iowa Enduro Riders Association, Hills. Info: 515/795-3440.

*KENTUCKY MOTOCROSS - Daniel Boone Motocross Park, London. Info: 606/877-1364.

MASSACHUSETTS ENDURO - NETRA, Junior Enduro Championship Series, Clarkie's Mild Ride Jr., Assonet. Info: 203/875-5757.

* MICHIGAN MOTOCROSS - MRA/Milan Cycle City, Milan. Info: 313/439-7735 or 313/289-2100.

* MISSOURI MOTOCROSS RACES - Sprout Patch Competition, Billings. Info: 417/744-2593.

* NEW YORK SHORT TRACK - AMA Lembo Lake Park. Modena, 914/427-2248

NORTH CAROLINA MOTOCROSS - 226 MX, Nebo. Info: 704/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* OHIO MOTOCROSS - AMA/District 11, Delaware Motocross Park, Delaware. Info: 614/596-2057.

* OHIO SHORT TRACK - Honda Hills, Linnville. Info: 614/323-3766.

* OKLAHOMA MOTOCROSS - (AMA Rules), Rocky Top USA, Oklahoma City. Info : 405/677-3333 or 800/224-7890.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

GARY #1 BAILEY
IMPROVE YOUR STYLE
VIDEO'S / MX SCHOOL

1996
Fall & Winter Schedule

September 3rd - 5th
Bull Run Motocross Track
Lewiston, Maine

September 13th - 14th
Hunt Moto Park
Hunt, New York

DUNLOP October 11th - 13th DUNLOP
Dunlop Proving Grounds
Hunstville, Alabama

November 14th - 16th
Glen Helen Raceway
San Bernardino, California

November 28th - December 1st
Lake Sugartree Motosports Park
Axton, Virginia

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From September 1st through January 1st
• Buy any video retail $49.95 - Receive $10.00 off
• Buy any two videos, $24.95 or higher - third video of YOUR CHOICE Free!

#1	Rider Technique	@ $49.95	_____
#2	How to Ride/Win Supercross	@ $49.95	_____
#3	Trail Riding Tips	@ $49.95	_____
#4	Cornering II. What It Takes To Win (New)	@ $49.95	_____
#5	The Art of Jumping II (New)	@ $49.95	_____
#6	The New Rider Technique	@ $49.95	_____
#7	The Desire To Win (with audio cassette)	@ $54.95	_____
#8	Bike Set-up, Maintenance and Suspension	@ $39.95	_____
#9	How to Flo Like A Pro	@ $49.95	_____
#10	The Winning Edge	@ $49.95	_____
	Buy 3 Get 1 Free (1-10)		
#11	Holeshots	@ $16.95	_____
#12	Suspension Tuning & Race Prep	@ $24.95	_____
#13	Air Mania	@ $24.95	_____
#14	Future Pros (New)	@ $39.95	_____
#15	Bailey Lever Pivot	@ $49.95	_____
#16	Jeff Stanton - "Back to Back"	@ $16.95	_____
#17	David Bailey-When The Going Gets Tough	@ $16.95	_____
#18	Rider Technique Book	@ $15.00	_____
#19	Inside David Bailey	@ $14.95	_____
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CYCLE NEWS

CRC California Race Schedule
100% PRO PAYBACK

Sat., Aug. 31	Combo Series (JB Track) - SX	L.A.C.R.
Sun., Sept. 1	Combo Series (SG Track) - MX	L.A.C.R.
Mon., Sept. 2	Combo Series (GP Track) - GP	L.A.C.R.
Sat., Sept. 7	KTM Mojave Nite - MX	L.A.C.R.
Sat., Sept. 14	M&J Cycle Nite - MX & Side Cars	L.A.C.R.

Wednesday & Friday Practice 4p.m. - 9p.m.
Saturday Races Gates Open 3:00p.m. • Practice 4:00p.m. • Race 5:00p.m.
CRC Info (805) 272-8889

GLEN HELEN
MOTOCROSS PRACTICE EVERY THURSDAY 8:00AM Till DUSK
MOTOCROSS PRACTICE MOST SATURDAYS 8:00AM Till 2:00 PM
CALL 24 HOURS FOR RACE & PRACTICE INFO: (909) 880-3090
http://www.ccweb.com/glenhelen

Sun., Sept. 1	MX Practice 8:00am till 4:00 pm
Sun., Sept. 8	MX Practice 8:00am till 4:00pm
Sun., Sept. 15	SRA Gran Prix

Yamaha AMA State Championship Qualifier Sept. 22nd
Chaparral Fall Grand Prix Oct. 13th (Includes Road Course)

CCC PRESENTS
Pit Pro
Factory Sponsorship Series

1	Castaic Lake MX	Sept. 8th
2	Hungry Valley	Sept. 15th
3	Lemon Grove	Oct. 13th
4	Castaic Lake MX	Oct. 20th

$20,000 IN CONTINGINCIES!
Pro Purse 125 & 250
$300 for 1st
$200 for 2nd
$100 for 3rd
Three Lucky Riders (Mini, Big Bike, Vet) will get a Pit Pro Factory sponsorship that includes FREE racing for one year!
Gates Open at 5:45 am
Practice at 7:00 am
RACING at 8:30 am
$8 per person at gate $25 entry for S.C.C. members $30 for nonmembers

What will make this series better than others??
- Track Prep., We're going to prep the track each race like it's a national.
- Major Industry support and companies scoutting for new talent.
- Good trophies each race and bitchen' end of the series trophies.
- Affordable racing with no membership required.
- Well organized racing, with friendly personnel
- Great announcing at the races.
- Profesional Food Services at Races.

We want to be the best, but we need your help!!
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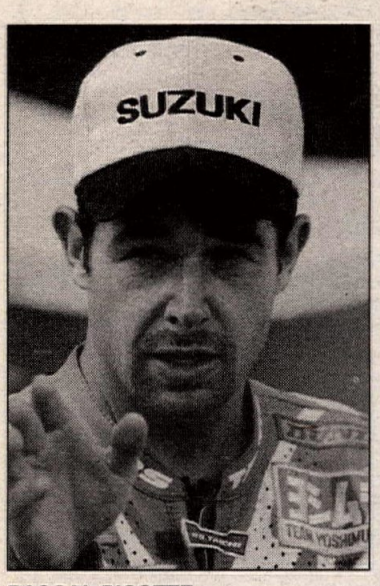
LEADERBOARD

1996 Championship Point Standings



PASCAL PICOTTE

ROAD RACING

500cc WORLD CHAMPIONSHIP
(After 11 of 15 rounds)

1. Michael Doohan (Hon), Australia (231/6 wins)
2. Alex Criville (Hon), Spain (179/2 wins)
3. Luca Cadalora (Hon), Italy (126/2 wins)
4. Alexandre Barros (Hon), Brazil (118)
5. Norifumi Abe (Yam), Japan (115/1 win)
6. Scott Russell (Suz), Alpharetta, GA (112)
7. Tadayuki Okada (Hon), Japan (77)
   Jean-Michel Bayle (Yam), France (77)
9. Alberto Puig (Hon), Spain (74)
10. Carlos Checa (Hon), Spain (65)

250cc WORLD CHAMPIONSHIP
(After 11 of 15 rounds)

1. Max Biaggi (Apr), Italy (224/7 wins)
2. Ralf Waldmann (Hon), Germany (187/3 wins)
3. Jurgen Fuchs (Hon), Germany (123)
4. Oliver Jacque (Hon), France (112)
5. Luis d'Antin (Hon), Spain (108)
6. Tetsuya Harada (Yam), Japan (104/1 win)
7. Nobuatso Aoki (Hon), Japan (87)
   Tohru Ukawa (Hon), Japan (87)
9. J.P. Ruggia (Hon), France (70)
10. Luca Boscoscuro (Apr), Italy (53)

125cc WORLD CHAMPIONSHIP
(After 11 of 15 rounds)

1. Haruchika Aoki (Hon), Japan (164/1 win)
2. Masaki Tokudome (Apr), Italy (136/3 wins)
3. Tomomi Manako (Hon), Japan (125)
4. Stefano Perugini (Apr), Italy (121/3 wins)
5. Emilio Alzamora (Apr), Italy (105/1 win)
6. Noboru Ueda (Hon), Japan (98)
   Valentino Rossi (Apr), Italy (98)
8. Peter Oettl (Apr), Germany (97/1 win)
9. Kazuto Sakata (Apr), Japan (88)
10. Ivan Goi (Hon), Germany (83/1 win)

WORLD SUPERBIKE CHAMPIONSHIP
(After 9 of 12 rounds)

1. Aaron Slight (Hon), New Zealand (283/1 win)
2. Troy Corser (Duc), Australia (270/5 wins)
3. John Kocinski (Duc), Modesto, CA (254/5 wins)
4. Carl Fogarty (Hon), Great Britain (238/2 wins)
5. Colin Edwards II (Yam), Conroe, TX (176)
6. Pier-Francesco Chili (Duc), Italy (175/2 win)
7. Simon Crafar (Kaw), New Zealand (133)
8. Anthony Gobert (Kaw), Australia (117/1 win)
9. Wataru Yoshikawa (Yam), Japan (108/1 win)
10. Neil Hodgson (Duc), Great Britain (83)

AMA SUPERBIKE SERIES
(After 9 of 10 rounds)

1. Miguel DuHamel (Hon), Canada (252/4 wins)
2. Doug Chandler (Kaw), Salinas, CA (250/1 win)
3. Tom Kipp (Yam), Chardon, OH (236)
4. Matt Mladin (Suz), Australia (225)
5. Pascal Picotte (Suz), Canada (222/1 win)
6. Aaron Yates (Suz), Milledgeville, GA (181/1 win)
7. Larry Pegram (Duc), Baltimore, OH (173)
8. Shawn Higbee (Duc), Redondo Beach, CA (163)
9. Thomas Wilson (H-D), Oregon, OH (153)
10. Steve Crevier (Hon), Canada (149)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES
(After 10 of 11 rounds)

1. Miguel DuHamel (Hon), Canada (332/5 wins)
2. Thomas Stevens (Kaw), Sanibel Island, FL (295/1 win)
3. Ben Bostrom (Hon), Redondo Beach, CA (261)
4. Doug Toland (Hon), Buena Park, CA (248)
5. Gerald Rothman Jr. (Hon), Manchester, CT (246)
6. Andrew Stroud (Hon), New Zealand (238/1 win)
7. Matt Wait (Hon), Lodi CA (206)
8. Mike Smith (Kaw), Canton, GA (193/1 win)
9. Steve Crevier (Hon), Canada (179)
10. Jason Pridmore (Kaw), Ventura, CA (161)

AMA/TEAMLINE 750cc SUPERSPORT SERIES
(After 9 of 10 rounds)

1. Aaron Yates (Suz), Milledgeville, GA (302/5 wins)
2. Pascal Picotte (Suz), Canada (300/4 wins)
3. Mark McDaniel (Suz), Santa Rosa, CA (253)
4. Michael Barnes (Suz), Boca Raton, FL (248)
5. Mark Miller (Suz), Long Beach, CA (213)
6. Jim Leslie (Suz), Ridgefield, CT (197)
7. Mark Black (Suz), Austin, TX (171)
8. James Randolph (Suz), Santa Rosa, CA (149)
9. Jason Pridmore (Kaw), Ventura, CA (112)
10. Frank Wilson (Suz), Canada (131)

AMA 250cc GRAND PRIX SERIES
(After 9 of 10 rounds)

1. Rich Oliver (Yam), Fresno, CA (324/9 wins)
2. Randy Renfrow (Hon), Fredericksburg, VA (262)
3. Kristian Kaas (Yam), Paramount, CA (257)
4. Mark Foster (Yam), San Juan Capistrano, CA (229)
5. Bobby Keith (Yam), Redwood City, CA (195)
6. Perry Melneciuc (Hon), Lehigh Acres, FL (194)
7. Cliff Tolley (Yam), Long Beach, CA (182)
8. John France (Hon), Melbourne, FL (167)
   Roland Sands (Yam), Long Beach, CA (167)
10. Jason Roth (Yam), Dublin, CA (154)

AMA/PROGRESSIVE INSURANCE H-D SUPERTWINS SERIES
(After 10 of 11 rounds)

1. Ben Bostrom, Redondo Beach, CA (316/5 wins)
2. Matt Wait, Lodi, CA (315/4)
3. Dave Estok, Daytona Beach, FL (259/1 win)
4. Mark Black, Austin, TX (212)
5. Hikaru Miyagi, Newport Beach, CA (198)
6. Brian Gibbs, Stockbridge, GA (181)
7. Nate Wait, Lodi, CA (175)
8. Eric Bostrom, Marina Del Rey, CA (172)
9. Daigoro Suzuki, Brea, CA (172)
10. Lance Jones, St. Louis, Missiouri (155)

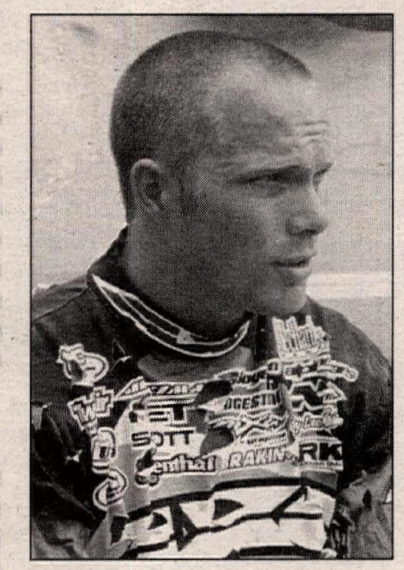
MOTOCROSS

AMA U.S. SUPERCROSS SERIES
(After 15 of 15 rounds)

1. Jeremy McGrath (Hon), Canyon Lake, CA (372/14 wins)
2. Jeff Emig (Kaw), Riverside, CA (240/1 win)
3. Ezra Lusk (Suz), Bainbridge, GA (215)
4. Ryan Hughes (Kaw), Escondido, CA (202)
   Phil Lawrence (Kaw), Menifee, CA (202)
6. Mike LaRocco (Suz), South Bend, IN (200)
7. Damon Bradshaw (Yam), Mooresville, NC (187)
8. Larry Ward (Hon), Florence, SC (178)
9. Damon Huffman (Kaw), Acton, CA (172)
10. Brian Swink (Hon), Reddick, FL (156)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 11 of 11 rounds)

1. Mickael Pichon (Kaw), France (232/6 wins)
2. John Dowd (Yam), Chicopee, MA (207/2 wins)
3. Nathan Ramsey (Suz), Hixson, TN (162)
4. Scott Sheak (Suz), Hudson, NY (137)
5. Brian Deegan (Hon), Bellevue, NE (136)
6. Tim Ferry (Suz), Palm Harbor, FL (128)
7. Cory Keeney (Yam), Oakdale, MN (109)
8. Davey Yezek (Suz), Mount Pleasant, PA (106)
9. Brry Carsten (Suz), Bayville, NJ (90)
10. Shaun Perolio (Kaw), Tampa, FL (79)



CHAD PEDERSON

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 8 of 8 rounds)

1. Kevin Windham (Yam), Baton Rouge, LA (170/6 wins)
2. James Dobb (Suz), Corona, CA (127)
3. Kim Ashkenazi (Hon), Australia (99)
4. Greg Schnell (Suz), Cucamonga, CA (97)
5. Mike Brandes (Suz), Ukiah, CA (89)
6. Casey Johnson (Kaw), Hesperia, CA (85)
7. Pedro Gonzalez (Hon), Mexico (73)
8. Jeff Willoh (Hon), Glendale, CA (58/1 win)
9. David Pingree (Kaw), Menifee, CA (52)
10. David Vuillemin (Kaw), France (45)

AMA 250cc NATIONAL MX CHAMPIONSHIP SERIES
(After 12 of 13 rounds)

1. Jeff Emig (Kaw), Riverside, CA (516/3 wins)
2. Jeremy McGrath (Hon), Canyon Lake, CA (514/7 wins)
3. Mike LaRocco (Suz), South Bend, IN (394/1 win)
4. Greg Albertyn (Suz), Corona, CA (371/1 win)
5. Larry Ward (Hon), Florence, SC (319)
6. Kyle Lewis (Yam), Rosamond, CA (294)
7. Brian Swink (Hon), Reddick, FL (287)
8. Ryan Hughes (Kaw), Escondido, CA (279)
9. Damon Bradshaw (Yam), Mooresville, NC (255)
10. Jimmy Button (Yam), Phoenix, AZ (261

AMA 125cc NATIONAL MX CHAMPIONSHIP SERIES
(After 12 of 13 rounds)

1. Steve Lamson (Hon), Riverside, CA (540/9 wins)*
2. John Dowd (Yam), Chicopee, MA (405)
   Kevin Windham (Yam), Baton Rouge, LA (405/3 wins)
4. Mike Craig (Hon), Lakeside, CA (281).
5. Buddy Antunez (Kaw), Moreno Valley, CA (274)
6. Tim Ferry (Suz), Palm Harbor, FL (271)
7. Ezra Lusk (Suz), Bainbridge, Ga (247)
8. James Dobb (Suz), Corona, CA (243)
9. Robbie Reynard (Hon), Norman, OK (236)
10. Mike Brown (Hon), Piney Flats, TN (218)

*clinched championship

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 15 of 21 rounds)

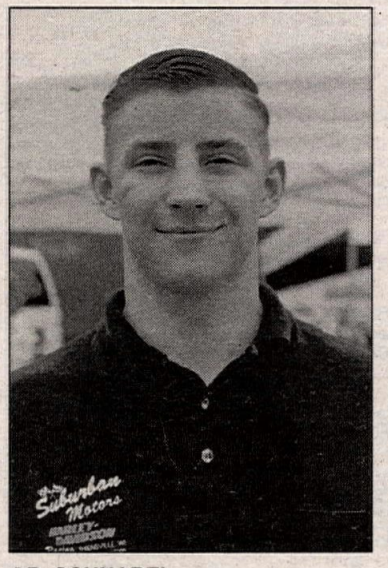
1. Scott Parker (H-D), Swartz Creek, MI (200/4 wins)
2. Will Davis (H-D), Goldsboro, NC (192/3 wins)
3. Rich King (Hon), Waterloo, IA (189/1 win)
4. Kevin Atherton (H-D), White Pigeon, MI (179/3 wins)
5. Steve Morehead (H-D), Findlay, OH (174/1 win)
6. Joe Kopp (H-D), Mica, WA (163)
7. Kevin Varnes (Hon), Pottstown, PA (134)
8. Dave Camlin (H-D), Rock Island, IL (98)
9. Brett Landes (Hon), Los Gatos, CA (89)
10. Jay Springsteen (H-D), Lapeer, MI (69)

AMA 883cc NATIONAL CHAMPIONSHIP SERIES
(After 7 of 11 Rounds)

1. Georgie Price IV (H-D), Sicklerville, NJ (99/1 win)
2. Eric Bostrum (H-D), Marina Del Ray, CA (90/2 wins)
3. J.R. Schnabel (H-D), West Bend, WI (73/1 win)
4. Jess Roeder (H-D), Monroeville, OH (70/1 win)
5. Mike Hacker (H-D), Prince George, VA (67/1 win)
6. Jason Fletcher (H-D), Gaylordsville, CT (59)
7. Nate Wait (H-D), Lodi, CA (57)
8. Jay Springsteen (H-D), Lapeer, MI (51)
9. Scott Stump (H-D), Marion, OH (49)
10. Johnny Murphree (H-D), Paso Robles, CA (48)
    Robert Miller (H-D), New Holland, PA (48)

AMA 600cc NATIONAL CHAMPIONSHIP SERIES
(After 2 of 3 rounds)

1. Brett Landes (Rtx), Los Gatos, CA (27)
2. Davey Camlin (Rtx), Rock Island, IL (26)
3. Kevin Varnes (Rtx), Pottstown, PA (23/1 win)
   Steve Morehead (Rtx), Findlay, OH (23/1 win)
   Georgie Price IV (Rtx), Sicklerville, NJ (23)
   Charlie Orr (Rtx), Dallas, TX (23)
7. Andy Tresser (W-R), Redwood City, CA (19)
8. Ricky Graham (Hon), Salinas Valley, CA (16)
9. Rich King (Hon), Waterloo, IA (15)
10. Mickey Fay (Rtx), Spanaway, WA (14)



J.R. SCHNABEL

SPEEDWAY WORLD INDIVIDUAL CHAMPIONSHIP SERIES
(After 2 of 6 rounds)

1. Hans Nielsen (Jaw), Denmark (43/1 win)
2. Tommy Knudsen (GM), Denmark (41/1 win)
3. Tony Rickardsson (Jaw), Sweden (38)
4. Billy Hamill (GM), Monrovia, CA (36)
5. Gary Havelock (GM), Great Britain (27)
6. Greg Hancock (GM), Costa Mesa, CA (25)
7. Henrik Gustafsson (GM), Sweden (18)
8. Chris Louis (GM), Great Britain (17)
9. Craig Boyce (GM), Australia (12)
   Marvyn Cox (GM), Great Britain (12)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 5 of 9 rounds)

1. Randy Hawkins (Suz), Travelers Rest, SC (119/2 wins)
2. Ty Davis (Kaw), Hesperia, CA (106/3 wins)
3. Michael Lafferty (KTM), Millville, NJ (91)
4. Kevin Hines (CRE), East Wareham, MA (86)
5. Steve Hatch (Suz), Ithaca, NY (73)
6. Matt Stavish (KTM), Blaine, MN (55)
7. Kelby Pepper (Kaw), Center, CO (40)
8. Kevin Bennett (TM), Millville, NJ (28)
9. Patrick Garrahan (Kaw), Boulder Creek, CA (25)
10. Jason Dahners (KTM), Redmond, WA (23)

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES
(After 4 of 7 rounds)

1. Greg Zitterkopf (Kaw), Chino, CA (94/1 win)
2. Ty Davis (Kaw), Hesperia, CA (90/3 wins)
3. Paul Krause (Kaw), Irvine, CA (71)
4. Destry Abbott (KTM), Phoenix, AZ (65)
5. Jeff Capt (Hon), Glendora, CA (59)
6. Johnny Campbell (Hon), San Juan Capistrano, CA (58)
7. Donnie Book (Kaw), Gypsum, CO (44)
8. Abe Baumann (Kaw), Garden Grove, CA (42)
9. Jim Gray (KTM), Gunnison, CO (41)
10. Steve Hengeveld (Kaw), Phelan, CA (32)

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES
(After 4 of 9 rounds)

1. Rodney Smith (Suz), Oakley, CA (96/2 wins)
2. Steve Hatch (Suz), Ithaca, NY (75)
3. Jason Dahners (KTM), Redmond, WA (67)
4. Eric Mashbir (Hon), Oakland, CA (41)
5. Brian Garrahan (Kaw), Boulder Creek, CA (39)
6. Cole Marshall (Hon), Boulder Creek, CA (38)
7. Patrick Garrahan (Kaw), Boulder Creek, CA (30)
   Scott Summers (Hon), Petersburg, KY (30/1 win)
   Ty Davis (Kaw), Hesperia, CA (30/1 win)
10. Rob Kopp (Kaw), Mica, WA (29)

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 7 of 12 rounds)

1. Steve Hatch (Suz), Ithaca, NY (144/2 wins)
2. Scott Summers (Hon), Petersburg, KY (131/5 wins)
3. Duane Conner (Yam), Washington, PA (116)
4. Scott Plessinger (KTM), Hamilton, OH (110/1 win)
5. Randy Hawkins (Suz), Travelers Rest, SC (93)
6. Rodney Smith (Suz), Oakley, CA (83)
7. Fred Andrews (Yam), Salem, OH (82)
8. Frank Keegan (Yam), Canonsburg, PA (79)
9. Gene Onail (Kaw), The Plains, OH (76)
10. Doug Blackwell (Yam), Parkersburg, WV (62)

AMA/NATC NATIONAL TRIALS SERIES
(After 7 of 9 rounds)

1. Geoff Aaron (Bet), Redding, CT (189/5 wins)
2. Ryan Young (G-G), Lexington, KY (173/1 win)
3. Raymond Peters (Sco), Moreland, NY (125)
4. Jess Kempkes (G-G), Lincoln, NE (121)
5. Mark Manniko (G-G), Aurora, CO (115/1 win)
6. Lonny Halsted (Bet), Clackamus, OR (104)
7. Ryon Bell (G-G), Canada (98)
8. Matt Moore (G-G), Sapulpa, OK (96)
9. Dennis Sweeten (Bet), Salem, OR (83)
10. John Clark (G-G) (54)

WORLD CHAMPIONSHIP OBSERVED TRIALS SERIES
(After 9 of 10 rounds)

1. Marc Colomer (Mon), Spain (164/5 wins)
2. Dougie Lampkin (Bet), Great Britain (149/2 wins)
3. Jordi Tarres (G-G), Spain (136/2 wins)
4. Kenichi Kuroyama (Bet), Japan (103)
5. Bruno Camozzi (G-G), Italy (92)
6. Amos Bilbao (G-G), Spain (68)
7. Takahisa Fujinami (Hon), Japan (60)
8. Tommi Ahvala (Fan), Finland (58)
9. Marcel Justribo (Bet), Spain (47)
   Graham Jarvis (Sco), Great Britain (47)

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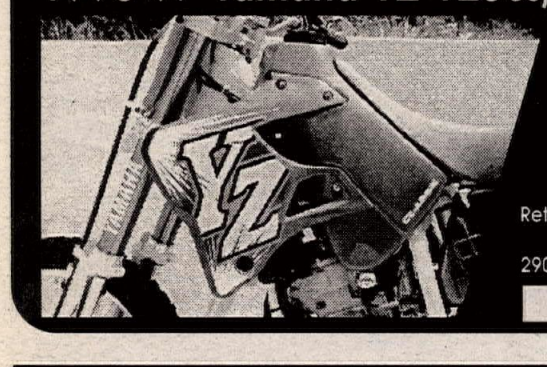

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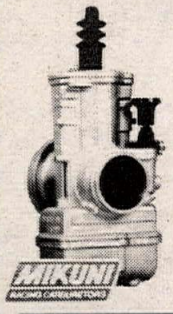

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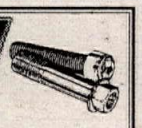

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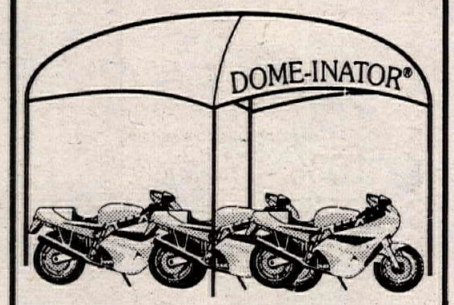

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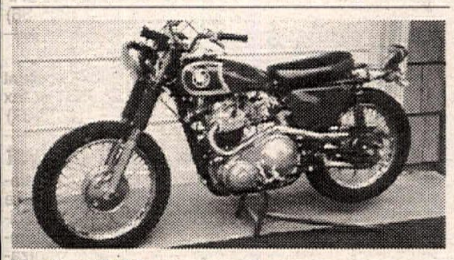

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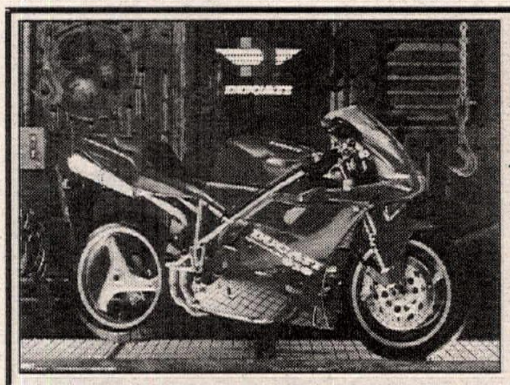
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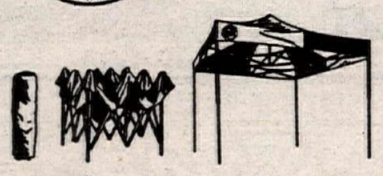

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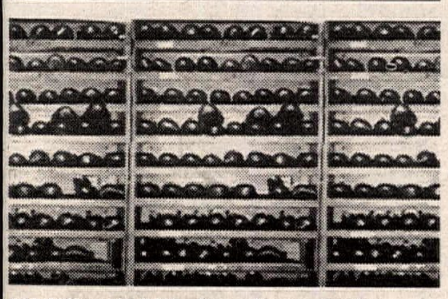

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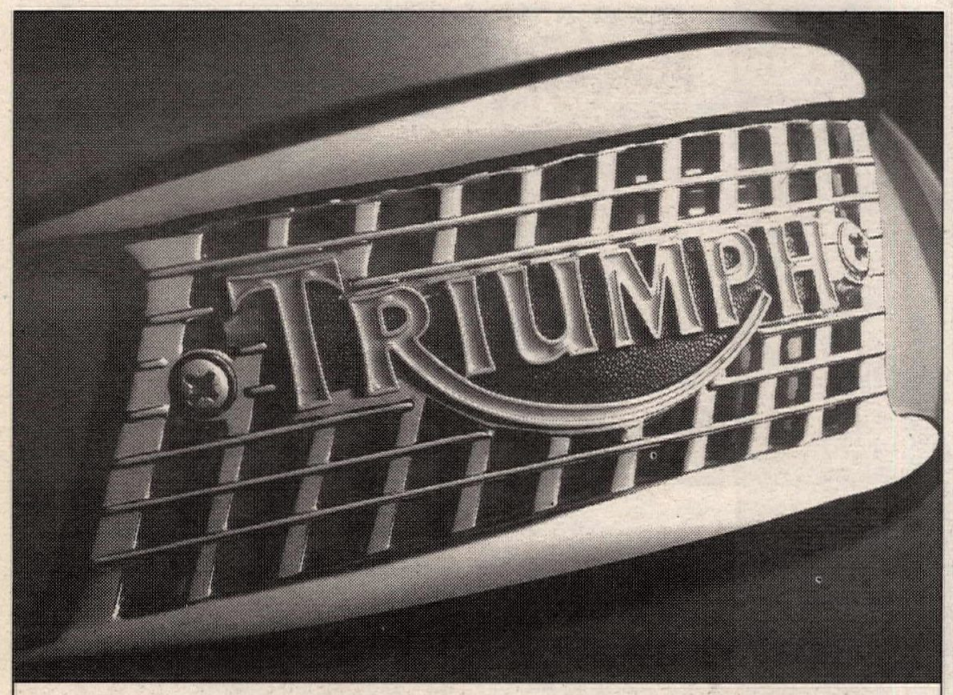

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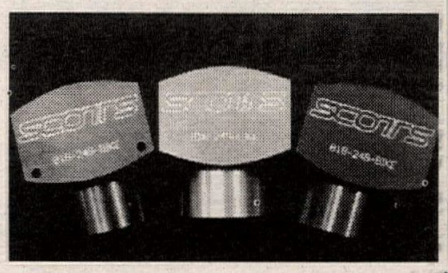

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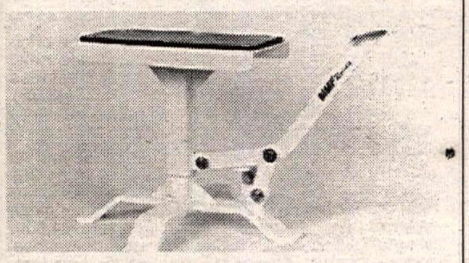

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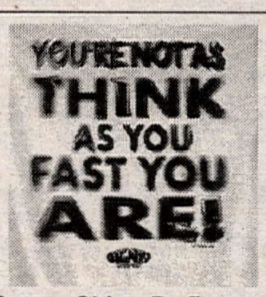

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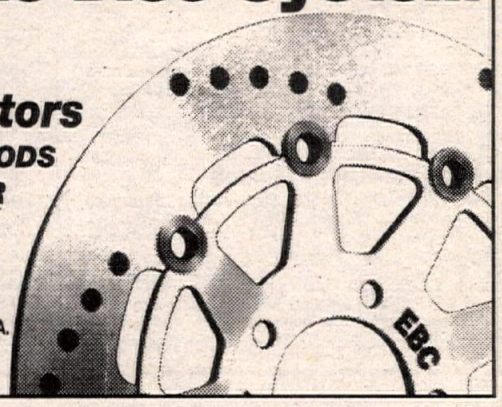

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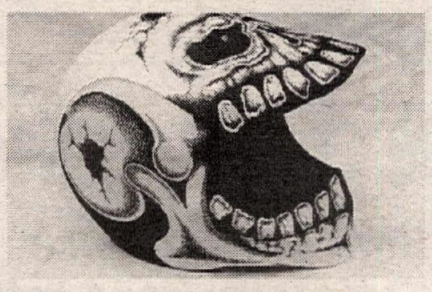

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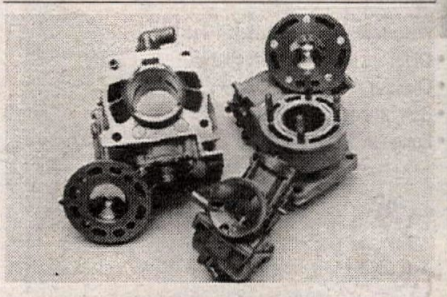

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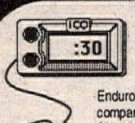

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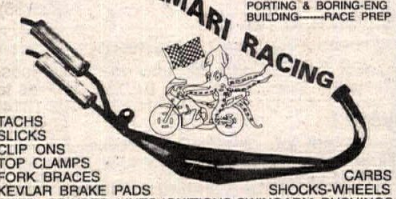

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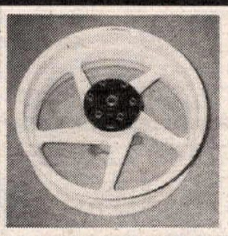

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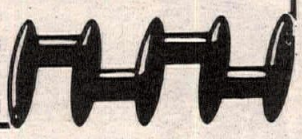

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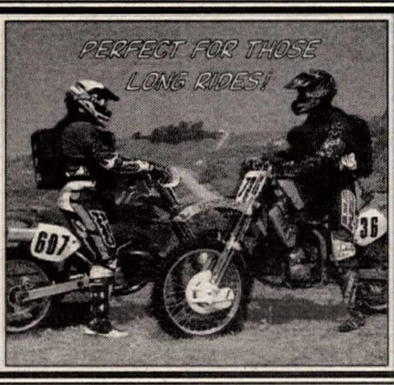

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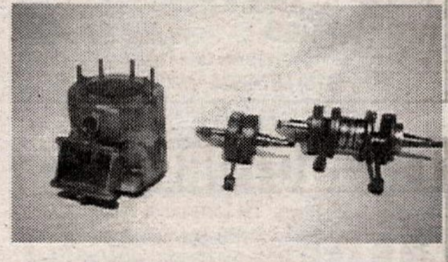

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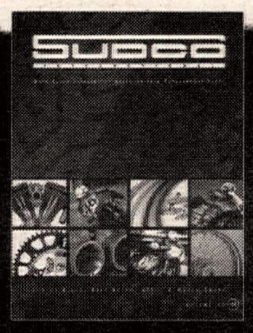

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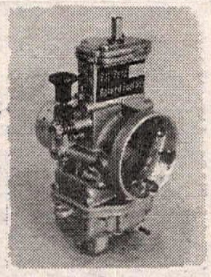

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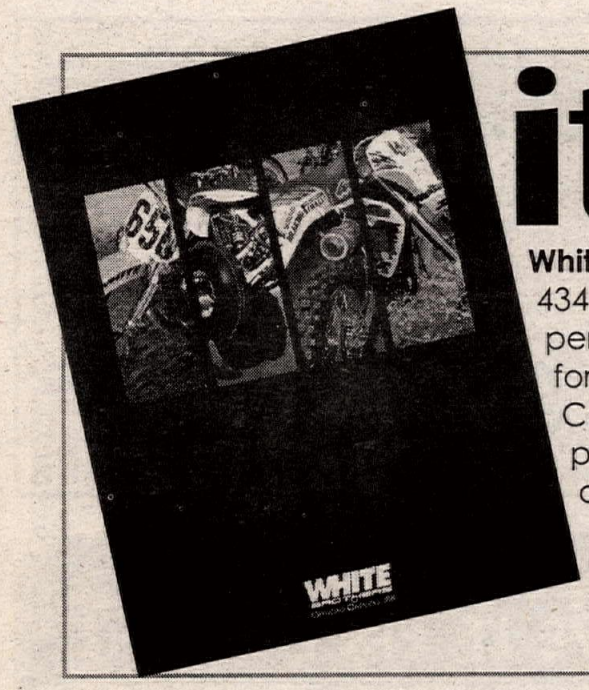

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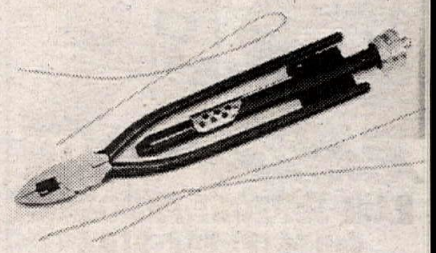

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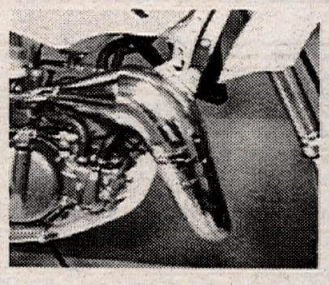

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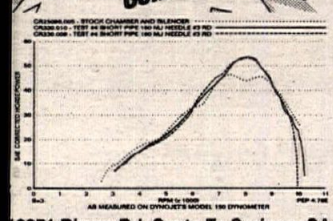

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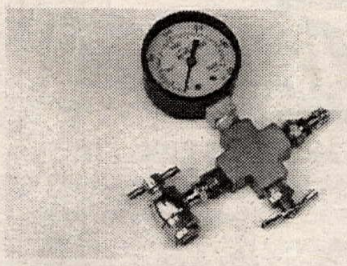

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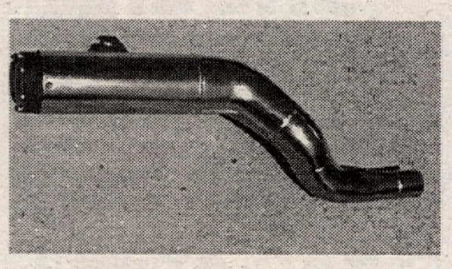

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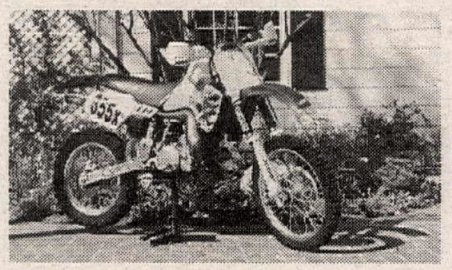

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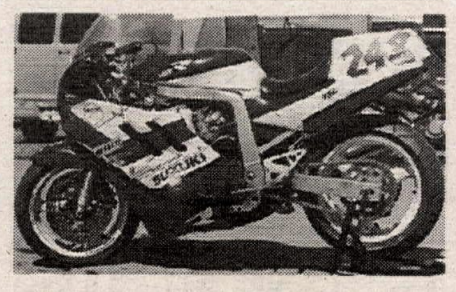

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IN THE TAPES

By Scott Rousseau

Though he might never admit it if you asked him directly, it's easy to get the impression that Mike Lynch probably has better things to do with his life than run a Grand National Championship motorcycle racing team.

After all, it's not like the 40-year-old Forrest Hill, Maryland, resident doesn't have more than enough to keep him busy just in the day-to-day operations of his own company, Lynch Transportation, whose fleet of 30 Peterbilt semi-tankers runs up and down the East Coast, carrying gasoline, oil and liquid asphalt - among other petroleum products - under contract with Shell Oil Company and several other big-name corporations. Lynch has 60 full-time employees on his payroll, and most of his rigs are on the road seven days a week, 24 hours a day.

It wasn't always that way for Lynch, who has been in the trucking business since he was 17 years old. The better part of 10 years was spent crisscrossing the country seven days a week and 24 hours a day, making long hauls for other trucking outfits, until he came to the realization that it was time to make a move and do the job for himself and his family.

"In 1983 I decided that I wasn't going to stay on the road all my life," Lynch says. "So I mortgaged the house and bought my own truck. I had another driver who helped me. We ran it in two shifts, hauling fertilizer."

Although it didn't come overnight, success did come rather quickly. Five months down the road came another tractor, and then another. Thirty tractors, countless trailers, a huge office and four-bay workshop, and 13 years later, Mike Lynch no longer has to go on the road.

And yet he is still there, traveling better than 50,000 miles a year for another reason entirely - his son, Paul. The younger Lynch is at the same time trying both to grow up and to attain his own success as a professional dirt track racer on the AMA Grand National Championship circuit, a daunting if not impossible task. The parallel is somewhat ironic: Paul Lynch is getting his start in the business of professional motorcycle racing at 17 years old, the same age that his father was when he made the decision to drive a truck.

Mike Lynch is behind Paul 100 percent, and has put together a first-class operation that rivals the best privateer teams on the circuit. Lynch has provided his son with a first-rate, C&J-framed Harley-Davidson XR750 - another is on the way - as well as an immaculately prepared Wood-Rotax for the two or three stops on the Grand National trail, as well as the various regionals and local expert events that call for such a machine. He has hired a cagey veteran of a mechanic in Mike Wheeler to make sure that the equipment stays fresh and well-maintained. Mike, wife Wanda, Paul, Wheeler and their helper/driver - a man they call "The Rat"-hit the road in one of the cleanest-looking transporters on the circuit, a 40-foot, $100,000 Peterbilt rig that features full living quarters as well as more than enough room in the rear section to store and haul five motorcycles if need be. Paul Lynch is not hurting for anything.

Starting in the middle of last year, Lynch Racing took to the road, heading to the various Grand National stops, regionals and pickup races for the better part of six months with Paul's total Grand National points tally being a single point after he made just one Grand National, the Goshen Half Mile, and finished last.

Dirt track racing at the Grand National level is anything but economical, and after spending $50,000 in operations expenses alone for the rase team last year, it would have been easy for Mike Lynch to look at the numbers and call the venture a failure. Because when the chips are down, and money goes out and doesn't come in, as it so often can on the Grand National circuit, even the most well-off teams often are forced to question their commitment to a professional motorsport which pays relatively small purses, has no major series sponsor and no major television coverage. It becomes a matter of dollars, and "sense," and Lynch comes off as anything but an extravagant man who takes pleasure in blowing huge sums of money on an expensive hobby. It would have been easy to quit, but it didn't happen.

It isn't that Lynch is one of those Little League dads who believes that his son can do no wrong. What Mike Lynch has recognized is that he loves dirt track racing, and he loves his son, and the fact that he can be involved with both at the same time makes this racing program that much more special to him. It has been that way since he started fielding racing motorcycles for Paul when the boy was 7 years old. And maybe, just maybe, he sees the same chance for greatness for Paul, albeit in a different arena, that he achieved in the trucking business. Nobody thus far has questioned the youngster's dedication to his chosen profession - especially considering that Paul, like so many other potential Grand National stars of tomorrow, has engaged in a man's game without so much as graduating from high school yet.

And Paul is trying to learn as much as he can about the game. After each race he can be found with Wheeler, jotting down notes pertinent to every aspect of his motorcycle's setup, the track and weather conditions, finish positions and even the money he won. On the track, he is as fierce a competitor as there is on the circuit today, and you can bet that he feels the same shame, anger, disappointment - call it whatever you want - that Steve Morehead or Scott Parker felt whenever they got their asses kicked by the Grand National veterans of their younger days.

Mike Lynch understands all of this, and he has kept his racing team on the road in the hope that one day the dedication his son displays will combine with the experience that he currently lacks to produce a solid championship contender. It won't come overnight, but Lynch believes that it will come.

"He's coming along," Lynch says of Paul. "He plateaus for a long time, and then it seems like he steps up another level."

How gratifying then that at the recently held Cornhusker Motorcycle Championship in Lincoln, Nebraska, Paul Lynch made his father's words ring true by doing just that - stepping up in a big, big way.

Lynch started off in typical fashion, running fourth in his heat race and failing to grab a direct transfer to the main event by a single position. But from there, things just seemed to take off as Lynch gunned his XR750 away from his competition to win the first semi by a country mile and earn a spot in the feature. He returned to the track aboard his 600 and not only made that main, but tenaciously took control of the 15-lapper in the closing stages of the race to score a close victory over fellow young lion J.R. Schnabel and thus garner the first major professional victory of his career.

It wasn't all roses, though. Lynch was in the process of putting together a solid run in the Grand National final when carburetor problems dropped him to 13th after all was said and done. But it might as well have been a victory, judging by the team's reaction. Paul Lynch had once again shown that he has what it takes. That's good enough for Mike Lynch to keep going, for he knows that it is his son who still has better things to do.

And even if another night like Lincoln doesn't happen again this year, for Mike Lynch, the haul has already paid off. CN

LOOKING BACK...

25 YEARS AGO... SEPTEMBER 14, 1971

Cycle News had the latest dirt track racer from Harley-Davidson on the cover. The **1972 alloy XR 750cc production racer** came stock with all-alloy barrels, forged flywheels and crankpin, Mikuni carbs, and low-dome pistons. The bike replaced the hand grenade Iron XR... **Yvon DuHamel** devastated the competition by riding his three cylinder Kawasaki to victory at the second annual Talladega 200-Mile National Championship Road Race. BSA riders **Dick Mann** and **Don Emde** took second and third, respectively...The Cal-Expo Motocross held in Sacramento, California, drew nearly 15,000 spectators and Yamaha's **Gary Jones** was the winner in the 250cc expert class, followed by **Tom Rapp** and **Bruce Baron**.

15 YEARS AGO... SEPTEMBER 9, 1981

Hank Scott and **Terry Poovey** squeaked out wins at the Indy Mile double-header held at the Indiana State Fairgrounds. Scott was followed across the line Saturday by **Ted Boody** and brother **Gary Scott**, while Poovey was followed by **Mike Kidd** and **Lance Jones** Sunday...Italy's **Marco Lucchinelli** clinched the 500cc World Road Racing Championship for Suzuki with a sensible ninth place finish at the Swedish GP. Yamaha's **Barry Sheene** won the event, followed by Suzuki's **Jack Middleburg** and Kawasaki's **Kork Ballington**. American **Randy Mamola** was Lucchinelli's only threat for the title chase at the last round but finished a lap down in 13th place...Husqvarna's **Terry Cunningham** won the AMA-sanctioned Greylock National Enduro held in Middlefield, Massachusetts. Seven-time National Champion (at the time) **Dick Burleson** finished second to his teammate, and Can-Am-mounted **John Martin** finished third.

5 YEARS AGO... SEPTEMBER 11, 1991

Defending Grand National Champ **Scott Parker** moved to within three points of points leader and Harley-Davidson teammate **Chris Carr** by winning the Springfield Mile. **Ronnie Jones** finished second on a Honda and Carr got third...Kawasaki's **Jeff Ward** won the 500cc class at the AMA 125/500cc National held in Washougal, Washington. Honda's **Jean-Michel Bayle** and **Jeff Stanton** took second and third, respectively. Suzuki's **Larry Ward** won the 125cc class, followed by **Brian Swink** on a Honda and Suzuki's **Guy Cooper**. Yamaha's Defending 500cc World Champion **Wayne Rainey** inched closer to another championship with a win at the Czech GP, his sixth of the year. Honda's **Michael Doohan** finished second and Yamaha's **John Kocinski** got third. CN

America the beautiful: During the 1989 World Championship season, road racing greats Kevin Schwantz, Wayne Rainey and Eddie Lawson shared the 500cc podium an amazing nine times in 15 rounds. Even better, one of the three took pole position 14 times. Lawson went on to win the championship. Photo by Gold & Goose.

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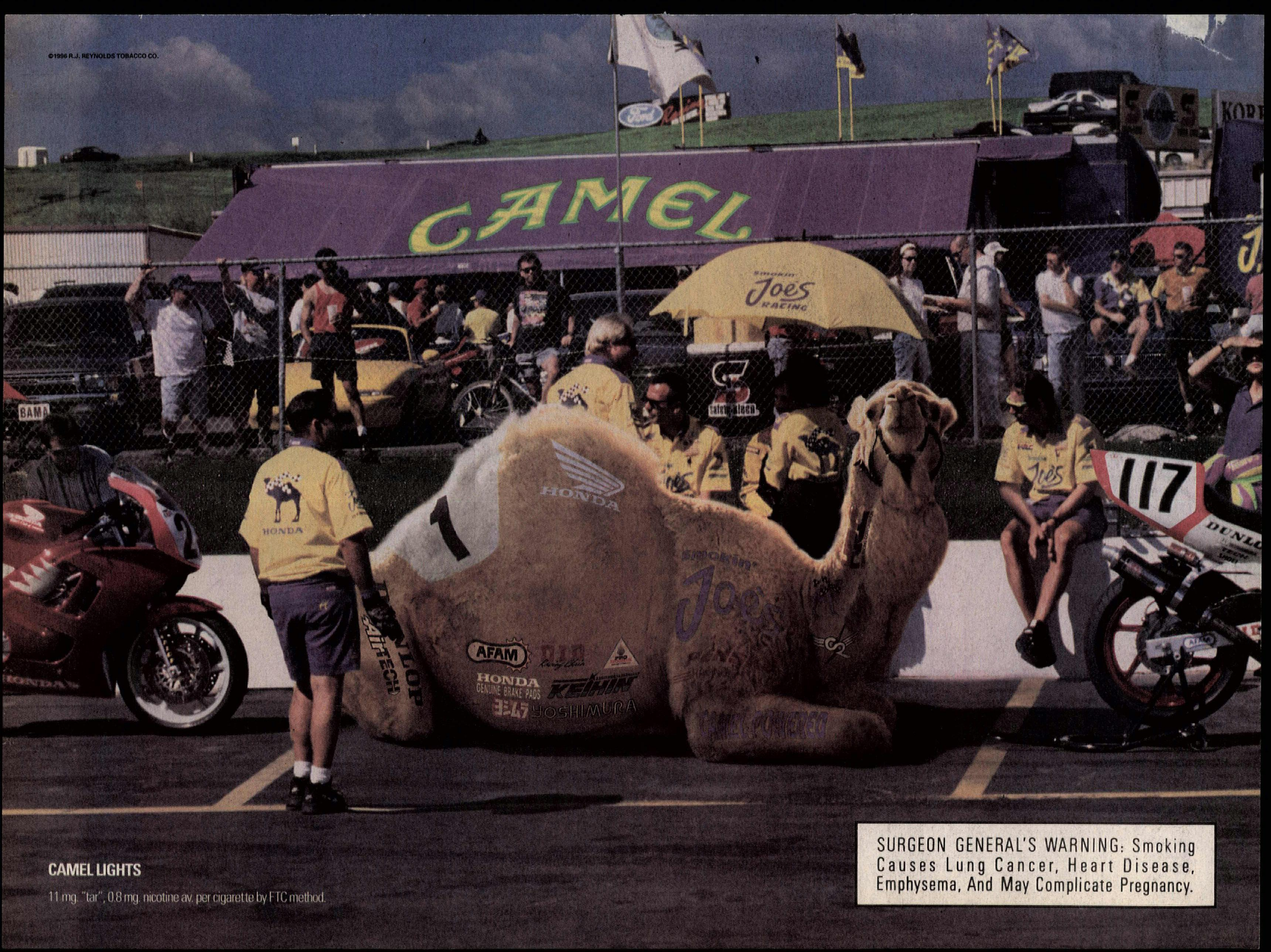

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